The Hong Kong Daily Press.

No. 4814 號四十一百八千四第 日二十二月三年西癸治同 HONGKONG, FRIDAY, 18TH APRIL, 1873. 五拜禮 號八十月四英 港香 [PRICE $2½ PER MONTH.

Arrivals.

April 16, FÜRST BISMARCK, Ger. bark, 326, F. A. Krützfeldt, Chefoo 30th March, Peas, Beans, and General.—WM. PUSTAU & Co.

April 17, NORNA, Brit. str., 666, Milsom, Swatow 16th April, General.—KWOK ACHEONG.

April 17, H.I.C.M. corvette TA-AN-LAN, 700, Lebuch, Canton 17th April.

April 17, LY-EE-MOON, Brit. bark, 425, J. Rasmussen, Keelung 13th April, Coals.—S. E. BURROWS & SONS.

April 17, PACTOLE, French bark, 391, J. Ollivand, Newcastle, N.S.W., 17th Feb., General.—LANDSTEIN & Co.

April 17, CONCHITA, Span. bark, 408, A. Larrabe, Manila 3rd April, Sapanwood.—REMEDIOS & Co.

April 17, SEA BELLE, Brit. bark, 307, Goggin, Keelung 13th April, Coals.—JARDINE, MATHESON & Co.

April 17, QUANG-SE, Brit. str., 1,800, Jefferson Maury, Shanghai 14th April, General.—P. M. S. S. Co.

Departures.

April 16, RUSSIA, str., for Shanghai.

April 16, PATROCLUS, str., for Singapore and London.

April 17, GEELONG, str., for Bombay, &c.

April 17, H.I.C.M. g-b. FEILOONG, for Canton.

April 17, H.I.C.M. corvette TA-AN-LAN, for a Cruise.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 16TH.

Dragon, for San Francisco.
Alden Besse, for San Francisco.
Ellen Lewis, for Saigon.
Thales, str., for Whampoa.
Drummond Castle, str., for Shanghai.

Passengers.

Per *Norna*, str., from Swatow:—
1 Cabin and 230 Chinese.

Per *Ellen Lewis*, for Saigon:—
26 Chinese.
Per *Dragon*, for San Francisco:—
20 Chinese.
Per *Alden Besse*, for San Francisco:—
334 Chinese.
Per *Drummond Castle*, str., for Shanghai:—
2 Cabin.

Reports.

The British bark *Sea Belle* reports left Keelung on 13th April, had fine weather throughout.

The Spanish bark *Conchita* reports left Manila on 3rd April, had light variable winds and calms with occasional fresh breezes from the North.

The German bark *Fürst Bismarck* reports left Chefoo on 30th March, had the first five days S.E. winds and foggy to Shanghai; since 3 days N. wind, after that three days calm and N.E. winds, thick and cloudy weather.

The British steamship *Norna* reports left Swatow on 16th April, had first part Northerly breeze with thick rainy weather, latter part moderate and fine weather. In Swatow, the steamships *Cadiz*, *Ottawa*, *Luson* and *Kiushu*, and tow-boat *Orphan*.

The British bark *Ly-ee-moon* reports left Keelung on 13th April, first two days out had light E.N.E. winds, accompanied with thick fogs. On the evening of the 18th had a very heavy gale from N.E. with very high sea, lasting 24 hours; the gale moderated at midnight, and settled down to a brisk N.E. gale, which lasted until arrival.

SHANGHAI SHIPPING.

ARRIVALS.

March 26th, Lady Louisa from Nagasaki; 30th, Harmon from Foochow; April 2nd, Sea Mew put back, Zohrab from Nagasaki; 3rd, Adele from Foochow, Lochbulig from Nagasaki, Britain's Pride from Nagasaki; 5th, Sir Launcelot from London; 7th, Electra from Nagasaki.

DEPARTURES.

March 31st, Sea Mew for Hongkong; April 2nd, Sally for Newchwang, Nardoo for Nagasaki; 7th, G. Washington for Nagasaki; 8th, Galveston for Nagasaki, Kim-Kin-Koo for Keelung.

YOKOHAMA SHIPPING.

ARRIVALS.

March 22nd, Cyphrenes, str., from Shanghai; 23rd, Volga, str., from Hongkong; 25th, Arctic from Honolulu, Chance from Kobe; 26th Catherine from Takow, Malacca, str., from Hongkong; 27th, Ariel, str., from Shanghai, Jurgen from Takow; 28th, Eastern Star from London; 29th, Japan, str., from San Francisco; 30th, Alexandra from Nagasaki, Paracca from Nagasaki; April 4th, Golden Age, str., from Shanghai.

DEPARTURES.

March 23rd, Colorado, str., for San Francisco, Burnside for Melbourne; 25th, Bombay, str., for Hongkong, Carl Ludwig for Amoy; 26th, Harrington for Kobe; 28th, Dilpusund for Nagasaki; 29th, Trelevan Family for Newchwang, Oregonian, str., for Shanghai; 30th, Japan, str., for Hongkong; April 1st, Volga, str., for Hongkong, Laurel for Nagasaki; 2nd, Emma for Amoy; 3rd, Flintshire, str., for Amoy.

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Ground and Buildings.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

K. K. PRIV. OESTERREICH. VERSICHERUNGS-GESELLSCHAFT "DONAU," VIENNA, LIMITED.

THE Undersigned, having been appointed General Agents for the above Company, are prepared to grant Marine Risks at current rates.

MELCHERS & Co.
6m 2113 Hongkong, 1st December, 1872.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.

ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1162 Hongkong, 24th June, 1872.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
Ad. André, Esq. | T. S. Lemann, Esq.
C. R. Sellhos, Esq. | Thos. Pyke, Esq.
A. F. Heard, Esq. | Hon. R. Rowett.
A. Joost, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062 Hongkong, 1st April, 1873.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that from and after the 1st day of May next a Register of Shareholders will be provided and kept in the *Yokohama Branch* of this Corporation, and any person or persons, holding shares, wishing to transfer them from either Hongkong, Shanghai, London, Bombay, or Calcutta to Yokohama, and vice versa, may make the necessary application to any of the above Offices respectively.

By order of the Board of Directors,
JAMES GREIG,
Chief Manager.

Share Department.
Hongkong, 1st April, 1873. [1m 514

TO BE LET.

A SUITE of ROOMS, furnished. Apply at THE HONGKONG DISPENSARY.
tf 583 Hongkong, 14th April, 1873.

TO LET.

NO. 3, Pechili Terrace, Elgin Street. Apply to
LANE, CRAWFORD & Co.
tf 574 Hongkong, 12th April, 1873.

TO LET,

WITH possession from the 1st May, "CRAIGENGOWER," Caine Road.
LANE, CRAWFORD & Co.
tf 340 Hongkong, 1st March, 1873.

TO LET,
With possession on or about 15th April next.

THE RESIDENCE known as "BELLVUE," situated in Albany Road.
For particulars, apply to
R. F. HAWKE.
tf 341 Hongkong, 1st March, 1873.

TO LET.
(With immediate possession).

THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to
ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

NOW OPEN.

ORIENTAL TELEGRAM AGENCY.
HEAD OFFICE—102, LEADENHALL STREET, LONDON.
HONGKONG BRANCH—2, PEDDAR'S HILL.
Messages received at all hours of the day for London, Europe, or America.

Agency charge on every message for transmission, $1.50.
Tariff rate:—For London or Great Britain, $1.75 each word up to eight; $1.50 for each following word.
To France, Holland, and Belgium, an additional $1.50 will be charged for each 15 words.
To other countries in Europe, $2.50 will be charged for each 15 words.
For New York, &c., $3 per word up to five words; $2.50 for every additional word.
For San Francisco and British Colombia, $3.50 per word up to four words; $2.75 for every additional word.

GEO. HOLMES,
Agent.
tf 449 Hongkong, 19th March, 1873.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CAPITAL—£500,000.

THE Undersigned having been appointed Agent for the above Company, is prepared to accept proposals for Life Assurances.
For Rates of Premium, Forms of Proposals, or any other information, apply to
CHAS. H. MORGAN,
Agent.
549 Hongkong, 8th April, 1873.

CRAUFURD COLLEGE,
MAIDENHEAD, BERKS, ENGLAND,

CONDUCTED by EDWARD DE EWES, with the assistance of French, German, and English Masters.
TERMS.—Pupils under 13 years....40 guineas.
„ over 13 years....50 „
The Course of Instruction includes English, Classics, Mathematics, and Modern Languages, with any other branches of study which may be required for the future course in life of the pupil.

REFERENCES:—
The Rev. the Master of Dulwich College.
The Rev. J. C. BELL, M.A., Head Master of Christ's Hospital.
The Rev. Dr. SCHMETTAU, Ph. Dr., Secretary of the Evangelical Alliance, 9, Adam St., Strand, London.
The Rev. H. JONES, M.A., Secretary of the Turkish Mission, 18, Adam St., Strand, London.
H. LLOYD, Esq., Recorder of Chester.
S. POTTER, Esq., 36, King St., Cheapside, London.
SIMS REEVES, Esq., Grange Mount, Upper Norwood. [3m 351

AVIZO.

ESTANDO já findo um anno da morte de MIGUEL ARCHANJO DE GOUVEA, e dozejando o abaixo assignado, como Administrador do seu Espolio, ficar livre da fiança que prestára na Corte d'esta Collonia, previne por este ao herdeiro ou herdeiros, que estiverem habilitados para receberem o referido Espolio para se aprezentarem dentro de tres semanas a contár da data deste, bem ordem competente do Juizo d'esta Collonia para receberem. Passado este prazo sem que se effeitue o recebimento, o abaixo assignado terá de dispôr do dito Espolio como melhor lhe parecer.

J. J. DOS REMEDIOS.
Hongkong, 25 de Março de 1873. [1m 481

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

Notices of Firms.

MR. JOH. BUSE has this day been authorized to sign my firm per procuration in Hongkong.

F. PEIL.
1m 584 Hongkong, 14th April, 1873.

THE interest and responsibility of the late Mr. RUDOLPH BOURJAU in our firm, ceased with his death on the 14th of February last.

BOURJAU & Co.
1m 530 Hongkong & China, 4th April, 1873.

NOTICE.

THE Power of Attorney granted to Mr. PESTONJEE EDULJEE, to act as my Sole Agent and Representative at China, has this day been cancelled, and Messrs. JAMULBHOY JAIRAZ and the said PESTONJEE EDULJEE have been authorised to conduct my business and agency at the aforesaid place jointly, and to sign the name of the Firm per procuration.

AHMEDBHOY HABIBBHOY.
Bombay, 11th March, 1873. [tf 533

MR. EDWARD GEORGE is authorised to sign our firm per procuration from this date.

HOLLIDAY, WISE & Co.
1m 524 Hongkong, 4th April, 1873.

THE business hitherto conducted by us at this port, as Ship Brokers, will henceforth be carried on under the firm of HEINEMANN & Co., in which Mr. R. STEHL has this day been admitted a partner.

S. L. HEINEMANN,
H. KLER.
1m 515 Hongkong, 1st April, 1873.

NOTICE.

I HAVE this day established myself here as Merchant and Commission Agent under the firm and style of ENGLEAN & Co., Chinese hong's name "TAI KEE."

YEO ENGLEAN.
1m 510 Amoy, 1st April, 1873.

MR. AD. S. CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

MR. SETHEBY GODFREY BIRD is authorized to sign our firm per procuration in Formosa.

DODD & Co.
2m 433 Amoy, 14th March, 1873.

MR. F. LANCKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.

WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

TO BE SOLD.

THE GROUND and PREMISES at Queen's Road, Spring Gardens, known as ST. FRANCIS HOSPITAL. The Ground contains 40,430 square-feet, affording sufficient space for over 50 ordinary Chinese Houses. The Premises, as they stand, are well suited for a School, a Hospital, or any public Institution.
For further particulars, apply to
CALDWELL & BRERETON,
Solicitors,
29, *Queen's Road, Hongkong.*
3m 200 Hongkong, 1st February, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 33th Clause of the Articles of Association of the Company, the Sixth Call of Twelve Dollars and Fifty cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*

By order,
A. NOEL BLAKEMAN,
Secretary.
2166 Hongkong, 10th December, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1869.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rate
Not exceeding 1 month	½ of the annual rate
Above 1 month, and not exceeding.....	3 „ ¼ do. do.
Above 3 months and not exceeding.....	6 „ ½ do. do.
Above 6 months	the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	½ of the annual rate
Above 1 month, and not exceeding.....	3 „ ¼ do. do.
Above 3 months and not exceeding.....	6 „ ½ do. do.
Above 6 months	the full annual rate.

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 1167 Hongkong, 24th June, 1872.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
THIS DAY,
the 18th day of April, 1873, at noon, on the Premises,
By order of the Mortgagee, under a Power of Sale contained in the Deed of Mortgage,—
All those PIECES or PARCELS of GROUND known as a portion of Inland Lot No. 207, situated in Caine Road and Taipingshan Street, and Inland Lot No. 239c, situated in Taipingshan and East Streets, together with the BUILDINGS erected thereon.
For further particulars, apply to the Undersigned.
Lot No. 207 will be put up first.
TERMS OF SALE.—One-half of the purchase Money to be paid on the fall of the hammer, and the balance on completion of the deed of transfer, the expenses of which to be paid by the purchaser. The Property to be at the risk of the purchaser from the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
554 Hongkong, 9th April, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Queen's Road,
TO-MORROW,
the 19th April, 1873, at noon,—
OILMAN'S STORES, JAM, SAUCES, Tart FRUITS, BLOATERS, HAMS, Wall PAPER, Kerosine LAMPS, Dinner SETS, Fancy Toilet SOAP, PERFUMERY, Hair OIL, Steel PENS, Pen HOLDERS, Felt HATS.
&c., &c., &c.
Also,
An Invoice of Pier GLASSES.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
606 Hongkong, 18th April, 1873.

PUBLIC AUCTION.

ELEGANT AND SUBSTANTIAL ENGLISH-MADE HOUSEHOLD FURNITURE, GLASS WARE, PLATED WARE, &c., &c.

A SMALL BILLIARD TABLE, PIANO, &c., &c.

THE Undersigned has received instructions from S. EZEKIEL, Esq., to sell by Public Auction, at his residence, Forest Lodge, Caine Road, on
MONDAY,
the 21st day of April, 1873, at noon precisely,—
The whole of his Elegant and Substantial HOUSEHOLD FURNITURE, which with few exceptions is of the best English make, comprising: Drawing Room, Dining Room, and Bedroom SUITES, COUCHES and CHAIRS in Green Rep, Pier GLASS, CARPETS, ENGRAVINGS, CHIFFONIER, ESCRITOIRE, Marble-top TABLES, Blackwood Carved TABLES, Double-winged WARDROBE with Plate Glass Doors, Glass Book CASES, Dining TABLE, SIDEBOARDS, Dinner, Dessert, and Breakfast SETS, GLASS WARE, PLATED WARE, &c., &c.
A SEMI-GRAND PIANO, by Budendorfer.
Also,
A Small BILLIARD TABLE, with Balls, Cues, &c., complete.
And,
A Collection of PLANTS, in Handsome Japanese Pots.
An AVIARY, and a Collection of BIRDS.
Catalogues will be issued, and the whole will be on view on and after *Saturday*, the 19th inst.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
555 Hongkong, 9th April, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. BREMNER, Esq., H. M.'s Naval Storekeeper, to sell by Public Auction, on
WEDNESDAY,
the 23rd April, 1873, at 11 A.M., at H. M.'s Naval Yard,—
SUNDRY NAVAL and VICTUALLING STORES, comprising Old IRON, STEEL, INDIA RUBBER, LEATHER, BUNTING, LIGNUM VITÆ, LAMPS, &c.
Iron CHESTS, BOLTS and NUTS, BOATS, &c.
BLANKETS, HAMMOCKS, BISCUIT, Blue CLOTH, FLANNEL, DUCK, SERGE, TOBACCO, Mess TRAPS, &c., &c.
Also,
5 Coal LIGHTERS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
575 Hongkong, 12th April, 1873.

FURNITURE SALE.

ENGLISH AND CHINA-MADE FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on
MONDAY,
the 28th April, 1873, at noon,
At "CRAIGENGOWER,"
the residence of
D. R. CRAWFORD, Esq.,
The whole of his HOUSEHOLD FURNITURE, comprising:—
A Handsome DRAWING ROOM SUITE of WALNUT WOOD FURNITURE, covered with GREEN SILK REP, Marble-top Carved CHIFFONIERE with MIRROR, Handsome Pier GLASS, WHATNOTS, Card TABLES, CHROMO-LITHOGRAPHS and ENGRAVINGS, CURTAINS, GASALIERS and Gas BRACKETS, CARPETS and RUGS, FENDERS and Fire IRONS, Dining TABLE, CHAIRS, SIDEBOARD, GLASS, CROCKERY, and ELECTRO-PLATED WARE.
Brass and Iron BEDSTEADS, WARDROBES, CHESTS of DRAWERS, Marble-top WASHSTANDS and Dressing TABLES, COUCHES.
And,
A Solid Mahogany Cottage GRAND PIANO, by John Broadwood & Sons, London, made expressly for this climate.
&c., &c., &c.
Catalogues will be issued, and the Furniture will be on view on *Saturday*, the 26th April, 1873.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of descriptions, at purchasers' risk on the fall of the hammer.
556 Hongkong, 9th April, 1873.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (unless previously disposed of by private contract,)—
The German Barque
"ANNA,"
234 Tons Register, or 5,500 Piculs, carrying capacity.
The vessel is shortly expected from Saigon, when the exact date of the Sale will be fixed.
An Inventory List may be obtained at the office of the Undersigned.
TERMS OF SALE—Half the amount of the purchase money to be paid at the fall of the hammer, and the other half on transfer.
The vessel at purchaser's risk after the fall of the hammer.

F. BLACKHEAD & Co.,
Auctioneers.
484 Hongkong, 26th March, 1873.

Auctions.

FOR SALE.

TO BE SOLD by Public Auction, on a day to be hereafter notified (if not privately disposed of or let),—
That delightful, well and substantially built *Summer Residence*, situated near MOUNT DAVIS at Pokfoolum, known as "BISNEE VILLA," together with the Out-Offices, and Servants' Quarters, having Stabling with Eight Stalls and Coach house, Bath-rooms laid on with water-pipes and shower baths. The Ground is laid out with a good Flower Garden, with a large Fountain six feet deep and fourteen feet in diameter, and in good working order.
There is also a Mat Bungalow put up on the sea-side on the lower part of the ground, where it affords a good sea-bathing place, and the latter is now under lease for twelve months for $60 per annum.
The above stand on registered Inland Lot No. 623, and measure as follows:—

North and East side abutting on Government Land.....	514 feet.
South and West side, sea side highest water mark.....	530 „
South and East side, Government Land.....	1,440 „
North and West side, Government Land.....	1,449 „

Contains on the whole 10 acres.
The Lease is for 999 years, and Crown Rent only $48 per annum.
For particulars, apply to
D. RUTTUNJEE, Esq.;
or to
C. H. MORGAN,
Auctioneer.
552 Hongkong, April 9th, 1873.

VALUABLE REAL ESTATE FOR SALE.

WILL shortly be offered at Public Auction, (unless previously disposed of by private contract) all that valuable Estate, the property of the Undersigned, situated at Spring Gardens, Hongkong, and known as MARINE LOT No. 43, extending from the Queen's Road to the Praya, and measuring on the Praya 85 feet, on Queen's Road 100 feet, on Spring Gardens' Lane 623 feet, and on Marine Lot No. 42, 557 feet; containing in all 55,940 square feet.
The Praya frontage, which is at present unbuilt upon, offers from its large extent good facilities for business purposes, and is one of the few sites left unappropriated in so central a position, having a public wharf opposite, and being within a short distance of the Hongkong Pier and Godown Company's wharf.
In the rear of the premises (standing about 100 feet from the Queen's Road) is a large substantially built 3-storied DWELLING HOUSE, measuring 100 feet by 80 feet, with Garden and Outhouses, the ground floor of the House consisting of large and airy Godowns, Ironlined Treasury, &c.; on the 2nd story are six large rooms, wine closet, store room, and pantry; on the 3rd story, 8 rooms, with bathrooms, &c.; marble tiled verandahs, 13 feet wide, on both upper stories, front and back. The whole so arranged that it can readily be converted into two or three distinct residences, each having a separate means of entrance. There are two distinct rows of outhouses, consisting of servants' rooms, kitchens, and stables. A suite of rooms, suitable for Offices, fronts the Queen's Road, Gas laid on throughout the house, and a fine well of spring water in the court yard. Annual Crown rental of the whole property $936.27.

Also,
Their property at FOOCHOW, consisting of OFFICES, GODOWNS, and DWELLING HOUSE.
The Offices and Godowns are built on the Island of Chungchow, below the bridge, with an extensive river frontage, and are in every respect well situated for business purposes.
The BUNGALOW occupies one of the most desirable sites on the Hill at Nantai, containing Dining Room, Drawing Room, 3 Bedrooms, with Bathrooms, &c., Verandah all round the house. Out Houses attached, and a large Flower and Kitchen Garden.
For further particulars, apply to
BULL, PURDON & Co.
tf 512 Hongkong, 1st April, 1873.

JUST PUBLISHED.

MR. NYE'S LECTURE, delivered at the "CANTON SOCIAL EVENINGS." To be had of
LANE, CRAWFORD & Co.
7d 592 Hongkong, 15th April, 1873.

INSURANCE.

THE Undersigned, on behalf of the BRITISH AND FOREIGN MARINE INSURANCE COMPANY (LIMITED), are prepared to accept risks on Cargo, from Hongkong and Ports in China to Ports on the Yangtsze, by steamers of the CHINA NAVIGATION COMPANY, and their connecting vessels, at the tariff rates of the local offices, *but subject to an immediate discount of one-third of the premium.*

BUTTERFIELD & SWIRE,
Agents.
1m 541 Hongkong, 7th April, 1873.

THE Undersigned being about to leave the Colony permanently, Mr. STOUT, D.D.S., succeeds him in the Practice of Dentistry in Hongkong from the 1st proximo.

H. E. WINN, D.D.S.
1, Alexandra Terrace,
2m 509 Hongkong, 29th March, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *George*, now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.

CARLOWITZ & Co.
tf 334 Hongkong, 28th February, 1873.

VARNUM D. COLLINS, *DENTIST*,
No. 7, ARBUTHNOT ROAD,
HONGKONG.
tf 293 Hongkong, 20th February, 1873.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to be carried to the Reserve Fund.

OLYPHANT & Co.,
General Agents.
tf 716 Hongkong, 17th April, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 16th February, 1872.

Intimations.

NOTICE.

HONGKONG DEBATING SOCIETY.

THE Next MEETING of the above SOCIETY will take place THIS EVENING, the 18th inst., at 9 P.M.
Subject of Debate.—"That it is inexpedient for the local government of Hongkong to enter upon further legislation with regard to the Macao Coolie Trade."

By order,
N. B. DENNYS,
Hon. Sec.
8d 568 Hongkong, 10th April, 1873.

ROSE & CO.

HAVE landed, ex Steamer *Drummond Castle*, their First Instalment of SUMMER GOODS, consisting of—
Plain and Fancy BATISTE.
Embroidered POLNAISES.
Muslin ROBES and COSTUMES.
French Printed MUSLINS.
English and French Printed CAMBRICS.
White and Colored PIQUES.
GRENADINES, Plain and Striped.
French Book MUSLIN.
BRILLIANTS.
Hair Line and Satin STRIPES.
Colored Alberine GAUZES
EMBROIDERY and FANCY WORK,
REAL and IMITATION LACES.
Muslin TRIMMINGS, in Cambric, Swiss, and Lace Aplique.
A Choice Assortment of Untrimmed HATS and BONNETS, all the Newest Shapes.
FLOWERS, FEATHERS, and RIBBONS.
Ladies' UMBRELLAS and PARASOLS.
Spanish COMBS and Real HAIR.
Hendries' PERFUMERY and Toilet REQUISITES.
Ladies' and Children's BOOTS and SHOES.

Also, to arrive ex "French Mail."
CHOICE FRENCH MILLINERY.

The Gentlemen's Department has been replenished with the following well selected GOODS:—
Straw HATS.
Black and Drab Felt Ventilating HATS.
SCARFS, in Lace and Gauze.
White SHIRTS, Plain and Dress, with Holes for Studs, in band, front, and cuffs.
The Newest Shapes in COLLARS.
The "Oxford" SHIRT.
Calf Elastic Side BOOTS.
French BOOTS and SHOES.
Patent Oxford SHOES.
Racquet SHOES, Brown and White.
UMBRELLAS, 12 Ribs.

ROSE & Co. would also call attention to their Stock of HOUSEHOLD DRAPERY, in SHEETINGS, Table CLOTHS, Table NAPKINS, COUNTERPANES, &c.

WELLINGTON STREET AND QUEEN'S ROAD.
7d 602 Hongkong, 17th April, 1873.

ST. JOHN'S CATHEDRAL CHURCH.

ANNUAL GENERAL MEETING OF SEATHOLDERS.

THE Annual General MEETING of the Seatholders of ST. JOHN'S CATHEDRAL CHURCH, will be held at the Vestry, on THURSDAY, 24th instant, at 4 P.M., for the purpose of electing Two Trustees and an Auditor for the ensuing year, and for passing the accounts of the Treasurer, under the provisions of Clauses 4, 15, and 16, of Ord. 2 of 1847.

F. W. MITCHELL,
Trustee, and Treasurer to the Body of Trustees.
7d 573 Hongkong, 9th April, 1873.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men in their several callings, can afford. [3m 553

NOTICE.

A MEETING of the Members of the MORRISON EDUCATION SOCIETY will be held at the CITY HALL LIBRARY on THURSDAY, 24th April, at 3 o'clock, for the purpose of confirming the following resolutions passed at the Meeting on the 18th inst.
1st.—"That $3,000, of the remaining funds of the Society, amounting to $3,276 16 be funded for the purpose of endowing a scholarship, to be called the 'Morrison Scholarship' at the Central School, under conditions to be drawn up by the Head-Master of the Central School, the Minister for the time being of the Union Church, and the Senior resident member of the London Missionary Society."
2nd.—"That the sum of $250 be given to the fund for the assistance of gentlewomen who have been engaged in the cause of education in connection with Protestant missions in Hongkong; and that the remaining balance, with the further small dividend expected to be paid during the current year from Messrs. Dent & Co.'s estate, be paid over to the funds of the Morrison Library in the City Hall."
1m 488 Hongkong, 27th March, 1873.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.

C. BERTRAND,
Principal Agent.

Ex S. S. "Ava," 10th April.
GR&O or TFB 1 and 2, 2 cases Merchandise.
Ex "Sindh."
KP in diamond ... ... 1 bale Cotton.
Ex "Menzaleh," from Yokohama.
Joaquim Aymered ... 1 case Curios.
Ex "Sindh," from Marseilles.
Hamar Bruygiro ... ... 25 cases Wine.
Ex "Provence."
PS, Nos. 15/16 ... ... 2 cases Sundries.
Ex "Hoogly."
PFC No. 1951 ... ... 1 case Perfume.
Ex "Tigre."
PS, No. 19 ... ... 1 case Merchandise.
JB, No. 2 ... ... 1 case Wine.
AK&C, $3544... ... ... 1 case Needles.
EJV, No. 12 ... ... 1 case Sweetmeat.
Bedit. ... ... 1 case Books.
Hongkong, 8th April, 1873.

Intimations.

THEATRE ROYAL,
CITY HALL—HONGKONG.

THE AMATEUR DRAMATIC CLUB OF HONGKONG
WILL GIVE THEIR
SEVENTH AND LAST PERFORMANCE OF THE SEASON
ON
MONDAY EVENING,
21st April, 1873,
When will be presented the Farce of
"THE BLIGHTED BEING,"
To be followed by the Comedietta in Two Acts,
(By ANDREW HALLIDAY, Esq.)
OF
"CHECKMATE."

Tickets, $2 each, to be had at Messrs. LANE, CRAWFORD & Co.'s on and after *Wednesday*, the 16th instant.

Doors open at 8.30; Performance to commence at 9 o'clock.
576 Hongkong, 12th April, 1873.

SWATOW.

STEAM-TUG *ORPHAN.*

THE new and powerful Steam-tug *ORPHAN*, Captain MCCASLIN, is now open to tow vessels to or from sea, on reasonable terms.

FREWIN & Co.,
Agents.
tf 603 Swatow, 15th April, 1873.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SU

"THE CHRONICLE AND DIRECTORY"
FOR 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS
(Designed expressly for this Work)

MAPS OF HONGKONG, JAPAN, and of the

THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

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„ .....Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & CO.
Saigon..... „ M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.
London.....Mr. F. ALGAR, Clement's Lane.
„ ..... „ GEO. STREET, 30, Cornhill.
„ .....Messrs. TRÜBNER & Co.
„ ..... „ BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co. 37, Park-Row.

The Daily Press.

HONGKONG, APRIL 18TH, 1873.

THE Ordinance with reference to the coolie traffic, of which we publish the draft this day, is undoubtedly one of the severest measures which has ever been brought forward in this Colony, and we can hardly believe that it will ever be passed in its present form. There is no doubt it places the Macao coolie traffic in the category of a slave trade. Nothing short of this would justify measures of so stringent a character being proposed at all. But the difficulty in regard to the present matter seems to be that if the Macao coolie traffic really amounts to a slave trade, legislation with regard to it is totally unnecessary; seeing that, as the CHIEF-JUSTICE pointed out a few days ago, the provisions of the act for the suppression of the slave trade would be amply sufficient for punishing those who supplied stores, money, or fittings to a slaver.

If, therefore, the only ground upon which legislation of so stringent a character as that introduced can be held justifiable, exists, there is absolutely no necessity for such legislation; and, it is a great pity that there should be a vexatious interference in commercial matters until the grounds of such interference are clearly beyond dispute. Chief-Justice SMALE, together with some other half informed enthusiasts, chooses to hold that all vessels engaged in the Macao coolie trade are slavers, but Chief-Justice SMALE is not infallible out of his own Court, and people who look upon the matter in a more temperate light, may, without denying the existence of many abuses in the Macao coolie trade, still hold that it is going farther than the facts will justify to designate it a slave trade, and that this exaggeration, like most departures from the strict truth, will end in inconsistency and injustice. It is quite possible that a system of contract emigration could be carried on which would be of great benefit to the Chinese coolies. Admitting all the abuses of Macao, it cannot be held that the system amounts to slavery; and it is only at that point that we are justified in going so far as to denounce every connection, however indirect, with vessels designed for carrying emigrants from Macao.

The state of the law, as at present existing, seems to be ample to prevent this port having to do with coolie ships in a way which is open to condemnation. As we recently pointed out, the HARBOUR MASTER has full powers to insist that the fittings of vessels shall be in accordance with his instructions. We were, in speaking on this point recently, perfectly right in saying that he could detain the ships' papers until his orders were carried out, as, although the papers are not lodged with him, no Consul would think of giving them up contrary to his instructions. The reply, therefore, which was made by our evening contemporary, to our remarks on this point, was somewhat in the nature of special pleading, and was rather calculated to mislead the public as to the true bearing of the matter. It seems to us that the HARBOUR MASTER has the fullest power to deal with the subject by the law as it at present exists. He can, at his own discretion, stop any fitting up of vessels which has a direct connection with abuses in the Macao emigration system, such for example as gratings, but where the fitting is such as need not necessarily be wrongly applied, or which indeed might be applied to a perfectly legitimate and useful system of emigration it seems that then the matter should not be interfered with. The fact is, in our belief, the laws in Hongkong regarding fittings to coolie ships have been good enough, but as is too frequently the case, they have been most defectively enforced, and as is equally frequently the case, the attempt is now made to make up for the deficiencies in this respect by further legislation which may, and probably will, prove in many cases vexatious and annoying; but which will be of no more use in preventing mal practices that the existing laws, unless more vigilance be used in carrying them out.

The *N. C. Daily News* states that Li-hung-chang has been appointed to reside at the capital as an adviser of the Emperor.

The cases at the Police Court yesterday were very trivial, consisting of seven drunks, the delinquents being fined $1 each; one case of hawking without licence, 10 cents; two boats inshore before gun-fire, discharged; and a case of larceny preferred by Mr. B. W. Nazer against the watchman of the *Daily Advertiser* office, in Duddell Street, for which the offender was fined $5, or 14 days' imprisonment.

SUPREME COURT NOTICE.

IN BANKRUPTCY.

In re Yip-fook. The Bankrupt appeared for his final examination.

Mr. Teller for the Bankrupt asked for a further adjournment to enable him to complete his accounts. The hearing was accordingly adjourned to the 29th instant.

LEGISLATIVE COUNCIL.

April 17th.

The Council met pursuant to notice.

Present:

H. E. THE GOVERNOR.
Hon. J. SMALE, Chief-Justice.
Hon. CECIL C. SMITH, Acting Colonial-Secretary.
Hon. JULIAN PAUNCEFOTE, Attorney-General.
Hon. C. MAY, Acting Colonial-Treasurer.
Hon. J. BALL.
Hon. P. RYRIE.
Hon. R. ROWETT.
Hon. JAMES WHITTALL.
Hon. W. H. ALEXANDER.

The minutes of the last meeting were read and confirmed.

THE SMALL-POX QUESTION.

Hon. R. ROWETT begged leave to ask a question on the subject of the small-pox patients recently removed from Stone-cutters' Island. Any reply which might be given would, he was certain, be generally viewed with satisfaction; as the matter had attracted a great deal of public attention. He would beg, therefore, to ask why the patients were removed, whether the Government had in view any plan with regard to it, and whether they proposed taking any precautions against danger of infection. He believed it was always the intention of the Government to do so.

His EXCELLENCY said that the question was quite a legitimate one, as there was no doubt there had been what he might term a small panic. He had called for a return of the number of patients at Stone-cutters' Island, and it appeared that between November and April there had only been seven there. There was however no occasion for alarm because they had been moved; nor was there any ground for saying they were not properly treated. He had himself seen the place where they were, and had it on the best authority that they were treated better there than at Stone-cutters' Island, on account of difficulty of taking over provisions. There was no intention of making that place a Small-pox Hospital. He thought that the panic would die out when it was known that the Secretary of State had decided that the two Colonial officers should treat all Colonial officials, and with regard to Stone-cutters' Island, if there was any large number of patients, they could be removed there directly.

SUPPLEMENTARY ESTIMATES.

The supplementary estimates were then laid upon the table, and explained by the Acting Colonial Secretary. The majority of the items had already been before the Council, and members were aware that at present they were only asked for formal legislative sanction to them. The hon. gentleman then read through the different items in detail. In regard to the item of $2,845 for an extra amount for accontrements, it was found that the sum voted was clearly too small, and the whole amount voted for police was not exceeded: the total amount for police actually came to the sum voted. On the second reading of the bill any further explanations required by the Council would be given.

The Bill was then read for the first time.

FITTING UP COOLIE SHIPS.

His EXCELLENCY then moved the first reading of a Bill, with reference to the Macao coolie trade. It was introduced because the existing law was found inadequate to meet the requirements, and certainly the spirit of the enactments.

The ATTORNEY-GENERAL being called upon to explain the Ordinance, pointed out that the powers under the existing Harbour Master's Ordinance were defective. The Harbour Master could go on board any ship intended for emigrants and see that there were no improper fittings, and the penalty was $500 to any one who impeded him. This was all that was said in the section (27), and the question there was what should he do. Recently the Harbour Master was instructed to order the fittings to be brought on board, and if not obeyed to summon for disobedience under another section. In the recent case of the *Charles Albert* the Captain was fined for impeding the Harbour Master, but it was sent back to ascertain whether the fine was for impeding or disobedience, and instead of $500 for impeding he fined him $200 for disobeying the orders. That was all the legislation existing regarding vessels fitting out. They are all foreign ships, and the papers are lodged in the Consulates. Certainly the Harbour Master could stop the clearance, but they could go out at any moment. The object of the present Ordinance was to turn the section (27), into a practical Ordinance, and give the Governor the power of explaining the kind of fittings objected to. At present the Harbour Master can only land the fittings, but is then *functus officio*. The principal objectionable fittings are barricades and gratings, and they can be easily described, and people would then know clearly how the matter stood. The vessels will now be compelled to have a certificate that there is nothing objectionable on board. The punishments for infringement are not excessive, namely for fitting or manufacturing—6 months' imprisonment or a fine of $500, the same as in ordinance 12 of 1858—the Hongkong Emigration Ordinance. The punishment for attempting to depart without certificate—an offence of a more serious character—is double the above, namely $1,000 fine or 12 months' imprisonment.

The Bill (the draft of which has already been published in these columns) was then read for the first time.

His EXCELLENCY said with reference the above ordinance, and to the one about to be introduced, he thought it well to state the grounds which had induced this action, and he could not furnish better reasons than the despatch from the Secretary of State, which would be read by the Acting Colonial-Secretary.

The ACTING COLONIAL SECRETARY then read a despatch from the Secretary of State alluding to the fitting out of the *Fatchoy* in Hongkong Harbour, and asking whether this was the case, and whether the fittings were approved by the Harbour-master under Section 27 of the Harbour Ordinance. He also read other despatches detailing the cruel manner in which the coolies on board the *Fatchoy* were treated in consequence, of a mutiny on board. They had, it appeared from the testimony of one of the engineers been beaten most severely, and when the mutiny broke out were fired into and had boiling water cast at them, by which they were brought to order. The despatch further stated that no less than eighty coolies died in consequence of the blows given and the treatment to which they had been subjected.

His EXCELLENCY did not think it necessary to explain to any great extent why the bill should be brought forward after what had just been read. The object was to prevent Hongkong being thought to be mixed up in the trafic, and he hoped the merchants would support the measure, as he was certain they in no wise countenanced such proceedings.

The ATTORNEY-GENERAL explained the Ordinance, saying that he believed the Chief-Justice considered it unnecessary, and that the laws as to slavery met the matter, but this was a difficult question, and in the meantime the main provisions of such enactments were embodied. It was a strong measure, and he did not see how any vessel could obtain aid as to fittings after it was passed; and no doubt the executive department would be active and carry out the full powers with which they were invested. In substance the Secretary of State thinks this ordinance does not go too far, and will meet the requirements of the case. At present no British vessel can leave the Colony without licence from the Government. The vessels to which this applies are not Chinese passenger ships, and do not come under the act. With the new ordinance no vessel can leave without such licence, and those wilfully supplying fittings, money, &c., will be liable to punishment. This ordinance would restrain both the persons owning the vessels and those who wished to aid them by supplying them with materials, &c. It was as strong as could be and would fully meet the object with which it was framed.

The Bill (of which the text is given further on) was then read for the first time.

RELIEF OF TRUSTEES.

The ATTORNEY-GENERAL then explained the above measure, which was to extend the protection afforded by Imperial Acts to Trustees since 1856, when the last Hong Act was made applicable. There was a section empowering persons to assign chattels real to themselves jointly with others which would remedy the inconvenience of the circuity of transfer in the case of the appointment of a new trustee of leaseholds which still exists in this Colony as it existed in England before the passing of the Imperial Act from which it is taken. The Ordinance also met other technical points which were explained at some length by the hon. and learned gentleman. It is proposed to make the provisions applicable to deeds, wills or codicils executed before as well as after the passing thereof.

The Bill was then read for the first time.

THE ACTING COLONIAL-SECRETARY moved the suspension of the standing rules for the purpose of discussing the ordinance relating to the fitting out of ships for the Macao coolie trade, so that it may be discussed on Monday next.

The vote being seconded by the Hon. Mr. May was put to the Council and carried unanimously.

GRANTS IN AID.

His EXCELLENCY then laid before the Council a scheme for giving grants in aid. He thought it the only equitable and fair system for getting all people to concur in education. Its principle was simply to pay for results. If grants are given before it is ascertained whether the schools are properly conducted, this becomes a premium to waste the opportunities of the young. Whereas if there is an inspection and examination of the schools it can be ascertained that the money is properly devoted. The memorandum and correspondence referring to it were then laid on the table.

Hon. Mr. RYRIE then rose, and referring to the appointment of the Committee to report on the scheme for secular schools, said he would with permission read the results arrived at. The resolutions passed by the Committee were as follows:—

I.—That in the opinion of this Committee the result of the enquiries made does not justify the scheme of establishing a secular middle-class school, unless an existing building suitable, or partially suitable, can be obtained, free, or at a low rental.

II.—That this Committee having been unable to satisfactorily ascertain "the actual status of St. Paul's College," in accordance with the resolution passed at the public meeting in June last, the Hon. P. Ryrie be requested to ask the requisite information of the Government in Council, with a view to ascertaining if it can, under present circumstances, be resumed by the Government, and applied to the purposes of a secular middle-class school.

III.—That if it be found impracticable to obtain St. Paul's College, the Government be then requested, through the same channel, to take the necessary steps for adding a separate class-room or rooms to the Central School, for the same purpose as above described.

IV.—That on learning the result of the above action the Committee will again meet, and take such further steps as may be deemed necessary.

At the time the scheme of the grants in aid was not known, and perhaps under the existing circumstances it would be desirable for the Committee to meet again. About 25 boys and 25 girls would avail of a school of this class, and this would not be sufficient to support the school without some assistance. This perhaps might to some extent be obtained by subscription.

ST. JOSEPH'S CHURCH

His EXCELLENCY then called upon the Acting Colonial Secretary to read the correspondence referring to a vote of $500 extra to St. Joseph's Church.

The Acting COLONIAL SECRETARY read a letter from Father Raimondi, in which he pointed out that there was a debt of $1000, and stated His Excellency the Governor had decided in Executive to ask the Legislative Council to sanction a vote of $500, if Father Raimondi would find the other half of the sum required. On further consideration he had decided only to ask for that sum subject to the approval of the Secretary of State.

Hon. Mr. ROWETT seconded the vote, saying he thought that it was quite fair, as considerable sums had been voted lately for religious objects of another denomination.

EMIGRATION FEES.

The Acting COLONIAL SECRETARY then asked for a vote of $590.92 as a payment to the Harbour Master in lieu of Emigration Fees which he had refunded. Those fees amounted to a large sum, as much as $300 per mensem, and on the nature of the Ordinance being known at home, the Secretary of State ordered that these fees should be discontinued, but as extra work had undoubtedly been entailed on the Harbour Master, he proposed that £75 per annum should be paid to him, but that at any time when there was a new officer appointed, the total emoluments should be reconsidered. The sum asked for was $590.92 cents, which was calculated on the basis of the £75 per annum suggested by the Secretary of State.

His EXCELLENCY pointed out that there was no question with regard to the fees originally received by the Harbour Master, that he had the legal right to them, and added that, on its appearing that this right had been conferred on him by a mistake, he at once refunded the whole amount, namely, $450; and under the circumstances, it was only right he should have some remuneration for the work he had done.

The vote was then passed unanimously.

VOTES BY FINANCE COMMITTEE.

The ACTING COLONIAL-SECRETARY then detailed sundry amounts which had been sanctioned by the Finance Committee, and which included a gratuity of $500 to Mrs. Reed, widow of the late Inspector of Junks.

The Council was then adjourned to Monday next at 2.30 p.m.

THE LAST COOLIE EMIGRATOIN ORDINANCE.

An Ordinance enacted by the Governor of Hongkong, with the Advice of the Legislative Council thereof, to make further Provision for the Repression of Abuses in relation to Chinese Emigration.

[, 1873.]

Whereas by "The Honkong Emigration Ordinance, 1870," it is provided that no Ship shall be laid on for the Conveyance of Chinese Emigrants, unless Application shall have been previously made in Manner therein directed for a Licence under the Hand of the Governor and the Seal of the Colony; and whereas Complaints are frequently made that Chinese Emigrants embarking at Ports or Places out of the Colony are subjected to illtreatment as well on board Ship as at the Place of their Destination, and by reason thereof, it is expedient to provide that no Ship intended for the Conveyance of Chinese Emigrants to be embarked from any Port or Place out of the Colony, shall hereafter be built, equipped and fitted out within the Colony without such Licence as is required under "The Hongkong Emigration Ordinance, 1870," and also to make further Provision for the Repression of Abuses in relation to Chinese Emigration: Be it enacted by the Governor of Hongkong, with the advice of the Legislative Council thereof, as follows:—

I.—This Ordinance may be cited as "The Chinese Emigration Ordinance, 1873."

II.—In the Construction of this Ordinance, if not inconsistent with the Context, the following Terms and Expressions shall have the Meanings hereinafter respectively assigned to them, that is to say:—

"Building" in relation to a ship shall include the doing any Act towards or incidental to the construction of a ship, and all words having relation to building shall be construed accordingly;

"Equipping" in relation to a ship shall include the furnishing a ship with Tackle, Apparel, furniture, provisions, arms, munitions, or stores, or any other thing which is used in or about a ship for the purpose of fitting or adapting her for the sea, and all words relating to equipping shall be construed accordingly;

"Ship" shall include any vessel or boat;

"Ship and Equipment" shall include a ship and everything in or belonging to a ship;

"Master" shall include any person having the charge or command of a ship.

III.—All licences granted under this Ordinance shall be under the Hand of the Governor and the Seal of the Colony, and application for the same may be made in the manner provided in respect of licences under "The Hongkong Emigration Ordinance, 1870;" and the granting of every such licence shall be in the discretion of the Governor in Council.

IV.—If any person within the Colony, without licence from the Governor, does any of the following acts, that is to say:—

1.—Builds, alters or repairs, or agrees to build, alter or repair, any ship, with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the Conveyance of Chinese emigrants to be embarked at any port or place out of the Colony; or

2.—Fits out, mans, navigates, equips, uses, lets, or takes on Freight or hire any ship, or commands, or serves on board any ship, with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in manner aforesaid; or

3.—Despatches, or causes or allows to be despatched any ship, with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in manner aforesaid; or

4.—Holds or takes any share or interest in, or makes any advances of money to any ship, with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in manner aforesaid; or

5.—Ships, embarks, receives, detains, or confines any person on board any ship, with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in manner aforesaid; or

6.—Despatches or causes or allows to be despatched, or commands or serves on board any ship carrying Chinese passengers, with the intent or knowledge, or having reasonable cause to believe that such passengers are being carried or intended to be carried to any port or place out of the Colony for the purpose of being conveyed therefrom as emigrants in the same or any other ship:

Such person shall be deemed to have committed an offence against this Ordinance, and the following consequences shall ensue:—

1.—The offender shall be liable to imprisonment with or without hard labor for any term not exceeding two years, and to a fine not exceeding two thousand dollars, or either of such punishments at the discretion of the Court;

2.—The Ship in respect of which any such Offence is committed and her Equipment shall if within the waters of this Colony be forfeited to Her Majesty:

Provided that a person committing any of the Acts prohibited by this Section, in pursuance of a Contract made before the commencement of this Ordinance, shall not be liable to any of the penalties imposed by this Section.

V.—Any Police Magistrate upon being satisfied that there is reasonable and probable cause for believing that a ship within the waters of the Colony has been, or is being built, altered, repaired or equipped, or is about to be despatched and taken out to sea contrary to the provisions of this Ordinance, may issue a warrant stating that there is reasonable cause for believing as aforesaid, and upon such warrant, the said ship may be seized and searched and detained until it has been either condemned or released by process of law or in the manner hereinafter mentioned.

VI.—Any officer authorized to seize or detain any ship in respect of any offence against this Ordinance may, for the purpose of enforcing such Seizure or Detention, call to his aid any constable or officers of police, or any officers of Her Majesty's Army or Navy or Marines, or the Harbour Master, or any officer having authority by law to make seizures of ships, and may put on board any ship so seized or detained any one or more of such officers to take charge of the same, and to enforce the provisions of this Ordinance, and any officer seizing and detaining any ship under the Ordinance may use force, if necessary, for the purpose of enforcing Seizure or Detention, and if any person is killed or maimed by reason of his resisting such officer in the Execution of his duties, or any person acting under his orders, such officer so seizing or detaining the ship, or other person, shall be freely and fully indemnified as well against the Queen's Majesty, Her Heirs and Successors, as against all persons so killed, maimed, or hurt.

VII.—The Governor may, at any time, release any ship seized and detained under this Ordinance, on the owner giving Security to the satisfaction of the Governor that the ship shall not be employed contrary to this Ordinance, or may release the ship without such Security if the Governor think fit so to release the same.

VIII.—The owner of the ship seized and detained under this Ordinance, or his agent, may apply by petition to the Supreme Court for its release.

IX.—The Crown Solicitor shall, upon the seizure of any ship as aforesaid, cite the owners or their agents in the Colony by a notice which may be in the form contained in the schedule to this Ordinance, to appear before the Supreme Court to show cause why the said ship should not be condemned and forfeited to Her Majesty for breach of the provisions of this Ordinance; and in case there shall be no owner of the said ship in the Colony, nor any agent of such owner, the said notice shall be published twice in the *Gazette*, and such publication shall be equivalent to personal service of the citation.

X.—On the day appointed for the hearing of any petition for the release of the ship or for the appearance of the owners or their agents in the Colony in obedience to a citation to show cause why the same should not be forfeited, the Court shall proceed to enquire into the matter and to make such orders as may be necessary to put the matter of the seizure and detention of the ship in course of trial between the owner and the crown, and for such purpose, may direct the trial of any issue of fact before the Court, either with or without a jury; and during or before such proceedings may grant warrants for the entering and searching of any premises and the seizure of any paper or documents in such premises, or may summon any person to appear before the Court, and to produce any paper and documents, and may interrogate such persons on oath touching the subject matter of the inquiry.

XI.—Whenever any person shall have been convicted before the Supreme Court of an offence against this Ordinance, the evidence taken upon the trial of such offender shall be received in evidence, in any proceedings instituted for the condemnation or release of the ship in respect of which such offence shall have been committed.

XII.—The fact of a ship being apparently fitted within the waters of the Colony and contrary to the provisions of this Ordinance for the conveyance of Chinese emigrants without a licence from the Governor shall be *prima facie* evidence that such ship is intended for the conveyance of Chinese emigrants to be embarked at some port or place out of the Colony.

XIII.—If on the proceedings for the condemnation or release of a ship so detained, the owner establish to the satisfaction of the Court that the ship was not and is not being built, altered, repaired or equipped, or intended to be despatched contrary to this Ordinance, the ship shall be released and restored.

XIV.—If the owner fail to establish to the satisfaction of the Court that the ship was not and is not being built, altered, repaired or equipped, or intended to be despatched contrary to this Ordinance, the Court shall declare the ship to be forfeited to Her Majesty: Provided always, that the Governor may notwithstanding such forfeiture, if he shall think fit, order the release and restoration of the ship under section VII.

XV.—If the Court be of opinion that there was not reasonable and probable cause for the detention, and if no such cause appear in the course of the proceedings, the Court shall have power to declare that the owner is to be indemnified by the payment of costs and damages in respect of the detention, the amount thereof to be assessed by the Court, and any amount so assessed shall be payable by the treasury out of the general revenues of the Colony.

XVI.—Every ship forfeited to Her Majesty for Breach of the Provisions of this Ordinance may be sold by public or private contract, and may be transferred to the purchaser by Bill of Sale under the hand of the Governor, and the Seal of the Colony, and such Bill of Sale shall confer upon the purchaser, his Executors, Administrators and Assigns, an indefeasible Title to such ship.

XVII.—The costs of all proceedings for the condemnation or release of a ship, shall be in the Discretion of the Court.

XVIII.—Subject to the provisions of this Ordinance providing for the award of damages in certain cases in respect of the seizure or detention of a ship by the Court, no damages shall be payable, and no officer shall be responsible, either civilly or criminally, in respect of the seizure or detention of any ship in pursuance of this Ordinance.

XIX.—This Ordinance shall not come into operation until Her Majesty's Confirmation thereof shall have been proclaimed in the Colony by the Governor.

(SCHEDULE.)

IN THE SUPREME COURT OF HONGKONG.

The day of 187

In re The "———."

Take notice that under and in pursuance of "The Chinese Emigration Ordinance, 1873," you are hereby cited to appear before the Supreme Court on the day of to show cause why the above-named ship and her equipment should not be forfeited to Her Majesty for breach of the provisions of the said Ordinance.

To the owners of the ship "———."

IMPORTANT MERCANTILE CASE.

SEAWORTHINESS.

COURT OF QUEEN'S BENCH, GUILDHALL, FEBRUARY 24TH.

(Sittings at Nisi Prius, before the LORD CHIEF-JUSTICE *and a Special Jury.)*

WILLIS *v.* SAUNDERS.

This was an insurance case. The policy, February 28th, 1870, was on a new sailing ship, the *Blackadder* a China clipper, valued at £14,000, on a voyage from London to Shanghai. The defendant, who was the first of the underwriters, is chairman of Lloyd's Committee. The ship was built under the inspection of two of Lloyd's surveyors, at the best price, and it was classed A 1. The ship was built specially for the China trade, and with a view to racing home on the homeward voyage to secure priority in the delivery of her cargo. She was with that view heavily "sparred" and rigged, so as to carry as much sail as possible; and it was admitted that the ship was making as much speed as possible on her outward voyage in order to get the first teas. With this view it carried very high masts, and the whole weight of the upper masts and the yards and sails rested on the "cheeks" of the lower masts, a kind of projection for the purpose. The ship was quite new, and this was her first voyage. On the 23rd of March she sailed, and on the 31st of March symptoms of weakness were observed in the rivets of the cheeks of the main-mast, and chains were fastened round to secure it. The weather was squally, the ship was plunging amid heavy head seas, and it was letting in a great deal of water. This weather continued through April; there were heavy head seas; so it continued at the beginning of May; and on the 7th of May; the cheeks of the mainmast slipped down, the "rivets" having "started." Next day there was a strong gale and heavy sea, and the ship was plunging heavily. The sails were taken in, a hurricane came on, and the ship laboured heavily. At midnight all hands were called on deck, the ship was plunging heavily in the trough of the sea, the sea running half as high as the lower mast; the mainmast broke off, carrying away the stays, and going overboard, taking with it several of the yards. This occurred 2,000 miles from the Cape, but the ship reached the Cape, where it was repaired, the mainmast being replaced and the cheeks securely fastened with rivets, and the ship was able to complete the voyage. In the protest at the Cape it was stated that it was feared the cheek rivets were weak, and the captain had admitted that the rivets of the cheeks of the mainmast were giving way, and this was entered in the log on the 31st of March. This action was brought to recover for the damage done, about £3,000. The claim was resisted by the underwriters, on the ground that the vessel was not "seaworthy" as regarded the masts, and that, especially, the cheeks of the mainmast were not well riveted. The action was tried last year, and Lloyd's surveyors were called for the owners, and gave evidence in their favour; but a new trial was granted.

Mr. Giffard, Q.C., Mr. A. L. Smith, and Mr. E. Webster were for the plaintiff, the owner; Sir. J. Karslake, Q.C., Mr. Butt, Q.C., and Mr. J. C. Mather were for the underwriters.

From the above statement of the case it will be apparent that it involved only a question of fact, which necessarily turned on details of no interest. The whole question was whether the loss of the mainmast was owing to the rolling of the sea or to the looseness and weakness of the rivets. The evidence of the first mate, taken abroad, was read for the owners, and the captain was called as a witness on their behalf. He said that in new ships the rigging was frequently loose and required to be "braced up," so that there was nothing strange in that. The drift of his evidence was that the rivets were not loosening from weakness, but merely from the newness of the ship and the strength of the wind; and he explained the use of the chains by reason of the pitching of the ship, and the tendency of this to work the rivets. "Is that," asked the Lord Chief Justice, "because she is heavily sparred?" The captain hesitated a little as to this, but said "she was no doubt heavily sparred to carry much sail." At the time the mast fell, he said, he could not say there was much wind; but the gale was a cyclone, or revolving gale, and the mainyards were in the water, so heavily was the ship pitching. It snapped right off below deck, carrying the topmast and all the topyards overboard. The entry in the log was, "Ship rolling heavily, which caused the cheeks to come down, and, the rigging falling, the mast fell overboard." This, the captain said, was supposition as to the cheeks coming down, for it was pitch dark at the time. The case for the underwriters was, in a word, that these clippers were not built with sufficient strength in their masts and mast fastenings to bear the enormous weight and still more enormous strain of the immense quantity of sails they carry, the whole of the weight and strain resting on the cheeks of the lower mainmast, and, therefore, depending on the strength of the rivets, which, it was insisted, were plainly insufficient to sustain it. This case was pressed in the cross-examination of of the captain.

The case took up all day.

February 25th.

This is an insurance case, which has been tried already once, and is now being tried for the second time at great length. This was the second day of the trial, and it is likely to occupy a third. It is an action against the chairman of Lloyd's Committee on a policy of insurance underwritten by him on one of the China clippers, as they are called—vessels built expressly for the China trade. That trade is chiefly in tea, and there is a race out to get the earliest teas, and a race home again to get first into the market. Hence the ships for that trade are built expressly for speed, and with that view are built to carry much sail, for which reason they are, in nautical language, "heavily sparred"—that is to say, they have on each mast many spars or yards to carry sails, and, of course, the greater the number of the sails, the higher must be the masts. Hence the mainmast of this vessel was remarkably high, as was apparent from the model produced in court. It was stated in evidence to-day that the mast of the *Inconstant*, a frigate of 1,400 tons burden, is only 86ft high, while that of this ship is 105ft. Of course, this great height is not attainable in a single tree, and so in the mainmast there are three masts, one upon the other—the mainmast, itself of great bulk, made of iron, supporting the topmast, and that, in its turn, supporting the topgallant, each with its own yards and sails. Thus the weight of the topmast, and topgallantmast rests on the top of the mainmast, where the topmast is supported on two projections called "cheeks." Upon these "cheeks," or huge brackets, rest the "trestle-tree," a broad plate of iron fastened thereto by rivets or screws, and on this trestle-tree rests the topmast, which sustains, in its turn, the topgallant. Hence, the whole weight of topmast and topgallantmast, with their spars and sails, rests on these "cheeks," and is supported by these rivets, and the weight would be about 28 tons. It will thus be seen how much depended on the strength of these rivets or screws, and the whole case turned upon that point. The ship had lost its mainmast, which had snapped at the bottom, in a storm, and gone overboard, carrying with it all its yards and sails, and causing damage to the amount of £3,000, for which the owner claimed against the underwriters. They, on their part, resisted the claim, on the ground that the ship, as regarded its masts, was not "seaworthy," as a ship when insured is required to be, and that this, and not merely the storm, was the real cause of the damage. This resolved itself into a question of the strength of the rivets or screws; for the theory of the defence was that these screws being weak had given way, and allowed the "cheeks" to slip down, which had slackened the shrouds supporting the mast, and that thus deprived of its support it gave way in the storm when the vessel was pitching and rolling in a heavy sea and tossing violently from side to side. The masts, it was admitted, were supported chiefly by the shrouds, which are of wire, and meant to sustain a pressure probably of 30 tons; for, as the vessel rolls from side to side the strain on the shrouds on one side or the other is, of course, tremendous, and the strain caused by the enormous weight of the upper masts and sails is greatly increased by the "leverage" and the wind. Those shrouds only do their duty when tight, and to be tight their top fastenings should hold. These fastenings are to the trestle-tree, which is fixed to the cheeks, and if the cheeks slip, the shrouds are at once slackened and are of no support on each side. Hence, when the strain comes, the mast has lost its support and soon gives way. The question was, in the present instance, whether the injury was owing to that cause, and if so, to what it was to be ascribed—merely to the violence of the storm or to the weakness of the screws or rivets. The case for the owner was that it was owing to the storm; the case for the underwriters was that it was owing to the weakness of the screws. The ship was quite new, this being its first voyage. It was built under contract, with the eminent builders Maudslay and Field for about £14,000, and was valued at that sum. It was of iron, and the mainmast up to the cheeks was of iron, and the "cheeks" or brackets to support the topmasts were also of iron, so was the trestle fastened to it by screws.

The case for the plaintiff, the shipowner, was supported by the evidence of the surveyor and shipbuilders who had seen the ship in course of building and when built, and who spoke to its being built in a superior way, regardless of expense and on the best possible plan. These witnesses were cross-examined at great length on the part of the underwriters to elicit facts to show the weakness of the screws or rivets, and thus the case for the plaintiff, which took up all yesterday, still continued during the greater part of to-day.

The question, it will be seen, as the ship was quite new, was virtually by the evidence made a question between shipbuilder and insurers, the owner having had his ship built in the best possible way for his purpose. It turned upon mechanical details of no interest, except as showing how the safety of fine vessels and of valuable human lives may turn on such details, and depend, perhaps, on a rivet or a screw. The contract under which the ship was built by Maudslays was produced, and it appeared that the owner was to pay about £14 10s. a ton for the vessel generally, the tonnage being nearly 1,000 tons. It appeared that there was a subcontract at £5 a ton for all the ironwork connected with the masts, including "cheeks" and rivets. The ship was to be built on a model furnished by the owner, but subject to approval, not only by his own surveyor, but also by two surveyors of Lloyd's.

The sub-contractor was called to prove that he had done the work properly and in the same way as for other vessels. In cross-examination, a great point made was that the mode of fastening used was not strictly by rivets, but by screws, rivets having "heads" to them, screwed on at the opposite side, whereas screws have no heads. The sub-contractor was pressed a good deal on this point, and admitted that the reason rivets were not used was that there were not a sufficient number of riveters to be had, and rivets take more men to work them on than simple screws, each rivet requiring two men, while a screw can be fixed by one. Therefore the riveting would have required several more men, and so rivets were not used for that reason. The witness, however, stiffly maintained that screws were as good. But it was elicited further from him that one reason he did not use rivets was, that he had completed the mast-work before he had the plan for the cheeks. It was elicited further that after the vessel was launched it was found necessary to alter the cheeks.

On such details the evidence turned, which again occupied all day.

FEBRUARY 26TH.

This was the third day of the second trial of this insurance case, which will probably finish the sittings; and as it proceeds it develops points of interest which may probably make it memorable in the annals of mercantile law. It arose out of an insurance on one of the "China clippers," as they are called—vessels employed in the China-tea trade, and built expressly for the purpose of fast sailing. It was built of iron, by the firm of Maudsley and Field, at a contract price of £14 per ton, which, at a tonnage of nearly 1,000 tons, came to £14,000, the value at which she was insured. They, it appeared, entered into sub-contracts for the doing of portions of the vessel by piecework, and they made such a contract for the ironwork of the masts, including the iron fittings and fastenings, at the price of £5 a ton. The vessel had three masts, which were of great height, in order to carry as may spars and as much sail as possible. The mainmast, which was about 100 feet high, was of iron up to a certain height, when there were iron brackets called "cheeks" to support an iron plate called the "trestle tree," to support the topmast, which rested thereon, and in its turn supported the topgallant-mast above it. Thus the weight of the two upper masts and their spars and sails had to be borne by the checks or brackets, to which the trestle tree was fastened by screws, and hence, indirectly, they depended on these screws. The sub-contractor took the iron masts and works, with the checks and screws, at £5 a ton. And he admitted that the screws were not rivets—that is, had not heads—and that he would have put in rivets but that there did not happen to be men enough at hand to do it; added to which, he said, the masts had been built up before the cheeks came. Be that as it may, the fastenings were by screws without heads, and not by rivets with heads, and the whole case turned on this; for the damage which had occurred was the loss of the mainmast in a storm, and the case for the underwriters was that this was indirectly caused by the insufficiency of the screws and the absence of proper rivets. The masts of a vessel, it appears, are secured by the shrouds, or chains of wire rope, braced up tight from the sides of the vessel to the cheeks, so that if the cheeks get loose and slip down, the shrouds get slack and no longer keep the masts secure. The fastenings, however, were screws and not rivets, and though the surveyors were satisfied, they admitted that rivets would have been better, and that they supposed rivets were used. But, as already mentioned, the masts were built up before the cheeks were fastened, and this was one reason why screws were used. In March the ship sailed on her voyage to Shanghai, and the captain wrote home that "her masts seemed weak in the cheeks, and were of bad workmanship." Very early in the voyage, at the end of that month, the entries of the log-book showed that the screws were supposed to be loosened, and the top of the mast was consequently secured with chains. The we

SIR H. RAWLINSON ON CENTRAL ASIA.

At a fortnightly meeting of the Royal Geographical Society, a distinguished company, including the Duke of Cambridge, Lord Lawrence, Lord Houghton, and Sir Thomas Fremantle, were present, to hear the President, Sir Henry Rawlinson, on the question of the proposed boundary between Afghanistan and the States of Central Asia.

Sir H. Lawlinson, before proceeding to the business of the evening, paid a tribute of respect to the memory of Captain Maury, the distinguished American hydrographer, who was an hon. member of the society, and briefly referred to the communications that had been received from Sir Bartle Frere's mission at Zanzibar. The hon. gentleman, in the course of his remarks, referred to a large map of the central district of Asia and of the vicinity of the Oxus, to show the position of the frontier in dispute. He said it was a misnomer to talk about it as the new frontier of Afghanistan, for all that had been done was simply to define and recognise the old frontier, as originally arranged between the Government of India and the Government of Caboul. The history of the frontier districts of Badakshan and Wakhan was simply that they had been for a long time in a state of uncertain dependency between the Usbegs and Afghanistan until 1859, when Dhool Muhomed fairly overran and occupied them; and since then they had been fairly incorported with his empire. All we had had to do was to define these integral parts of his territory. A geographical question of their limits had arisen from the Russians declaring them to be beyond the control of Afghans. When the limits had been defined between the Government of India and the Ameer of Caboul, and sent home, he had seen that there were certain irregularities of the frontier which would be difficult of adjustment if that line was retained, and he had suggested modifications, which had not yet been adopted by the two Governments. The hon. gentleman proceeded to explain that the allegation of the Russians rested simply on a pretender to the chieftainship of Wakhan being a fugitive, and that if the authority of the Afghans were admitted it would bring the Wakhan frontier into immediate proximity with the Russian possessions. He then showed that fugitive pretenders to the chiefships of the little States in the district was the normal condition of things, and that the erroneous geographical idea of the Russian general in command out there, and, through him, of his Government, arose from a total hallucination on the subject of the geography of the frontiers of the countries in question. Reading from a paper written by himself in the *Edinburgh Review*, he shewed that these spurious ideas of the geography of the district arose from fabricated accounts of the country between Cashmere and Turkestan, prepared by a German named Klaproth, who had swindled both the Russian and English Governments by his pretended travels, which were founded on the itinerary of a Chinese expedition that took place about a century since. The expedition described the countries that were passed through, including the valley of the Oxus, where fifty square miles of territory were given to a number of Chinese officers to describe, each of whom prepared a map of the space entrusted to them, and these squares being handed over to the Chinese cartographers, a completed map was drawn. It so happened, however, that the cartographers turned round the square containing Badakshan and Wakhan, altering their position by 90 deg., making the river which Lieut. Wood found running south appear to run east and west, and the valley of Wakhan, which runs east and west, appear to bend north and south. This error was adopted by Klaproth; and as a consequence the Russians, referring to his spurious descriptions and map, supposed Badakshan and its dependency Wakhan to be 100 miles further to the north of its true position, and that was the reason they said they could not allow Wakhan to be controlled by Afghanistan. The hon. gentleman then proceeded to describe the country, of which we have a very accurate idea from the surveys and observations of native gentlemen, showing its mountainous, desolate character, traversed by a river which runs with tremendous impetuosity and inhabited by an independent warlike people that have successfully resisted every attempt at domination from the times of the Greeks down to the present day, with no practicable passes for wheeled carriage, and very few even for horses except at the extreme western limit. The supposed ruby mines which we were believed to have ceded as being north of the Oxus, he said, had no existence, having been long since exhausted, though there were valuable lapis lazuli mines within the frontier, which has been agced upon. Badukshan, which he described as a very charming, healthy place, was bounded on the south by a long range of mountains, with only two or three passes, none of which could be traversed by an army except one at the western extremity of the Chittral Valley, which was the only one through which it would be possible to get a gun. He thought it, however, very unlikely that Russia would ever come down to that quarter, and he was sure that in this country sufficient consideration had not been given to the exceedingly difficult and onerous position which Russia occupied at present in Central Asia, in trying her first experiment in occupying and dominating an exclusively Mahomedan country. It was one of the most difficult things in statesmanship to govern a Mahomedan country successfully, as we had found—and as he knew from personal experience—in occupying Afghanistan, and as France had found out in a forty years' occupation of Algeria, where the Arabs were as ready to rise as ever. In the Trans-Caucasian provinces, Russian domination had been aided by a large and powerful Christian element, balancing the Mahomedan element, and making government comparatively easy. Russia was now only begining to appreciate the extraordinary difficulty she would find in governing an exclusively and fanatically Mahomedan country, such as Turkestan, south of the great steppes. Such a thing could be done, but only at great cost of exertion, of life, and especially of money. At the present day Russia was annually expending half a million sterling in excess of her revenue in order to keep her position in Tashkend and Samarcand; and if she occupied Khiva, she would have to spend another *half-million yearly*, and such an expenditure was a matter of a serious consideration to a poor country like Russia. If, therefore, she continued such expenditure, it could only be for the sake of increasing her moral influence in Europe by retaining a possible means of demonstration against us. But, after the measures that had been taken to fix the frontier, there was no cause for Russia to approach any nearer than she was now, while it was obviously to the interest of the Government of Cabul, who were apprehensive of invation from Central Asia, to keep cleanly and strictly within their own limits. He therefore thought that we had acted in what we had done in the interests of peace and tranquillity. He had not gone into the more serious and important question of the Russian possessions and advances at the south of the Caspian because he was reserving that for a special address on that day month. (Cheers.). Their position on the River Attrek was far more important in regard to India than in the region they had been considering; and he might mention a fact of which he had only just been made aware, namely, that they had attacked and captured a Turcoman fort 150 miles westward of the southern limit of the Caspian. He hoped, on the occasion referred to, to give them his views of Russian proceedings in that quarter. (Cheers.)

Mr. Shaw, the only Englishman who has lived in Kashgar, addressed a few words to the meeting, thoroughly endorsing the account which had been given by the hon. president as to the topography of Badakshan and Wakham.

Lord Lawrence, who was listened to with marked attention, expressed his belief that Russia would never be so insane as to attempt the invasion of India from the Badakshan and Wakhan side, whatever she might try from the side of Persia. Moreover, what we had done in regard to firing the frontier was thoroughly appreciated by the Afghans, as being in their interest, and for their own sake they would be careful not to get into any difficulty by excursions to the north of the Oxus, as such a course would bring down upon them the very danger they wished to avoid. He was quite sure the Afghans had of late come to the conclusion that their interests and ours were to a considerable extent identical.—*Telegraph.*

DEATH OF AN ADMIRAL.—Admiral Robert Craigie died unexpectedly at his residence, West Cliff, Dawlish, recently. He was 73 years of age, and had spent 60 years in the naval service. His chief exploits were in suppressing the slave trade on the African coast, at the time when such service involved more risk than now. He was entrusted with organising the port volunteers.

"KING WILLIAM V."

This country is very probably unaware of the loss it has just sustained in the death of "William the Fifth, King of England," which has been announced in the New York papers. The demise of that illustrious personage took place at the Washington Hotel, New York, early this month, in the 71st year of his age. The heir of Stuart and Sobieski, and the pretended lawful monarch of England, was a white-haired, venerable gentleman, to whom some fatal degeneracy left the name of William Rysam Gracie. Mr. Gracie, through a period of 49 years, lived in the belief that he was the son and last male issue of Prince Charles Edward, who died at Florence in 1788. He was a perfect gentleman; full of courtesy and of chivalrous bearing, and his features were markedly of the Stuart type. Many Yankee frequenters of the Washington Hotel saw in his oval face, frank and merry eye, and his generally careless *bonhomie*, evident proofs of the validity of his claim to the English Crown; but he pointed, in addition, to mysterious piles of parchment containing documentary evidence positively proving the fact. Among his hallucinations were continual fears of assassination, and an ever-present idea that the present dynasty of England was in active conspiracy against his life. Precautions on his part were therefore natural, and a double-barrelled gun and huge clasp-knife helped to make his nightly pillow easy. His peculiar bent of mind naturally led him to study the various atrategic points near London and on the English coast, which could be turned to account in case of invasion, and his knowledge on these subjects was considerable. His demise just now, as Mr. Cardwell is forming an Intelligence Department, is unfortunate, as we might take advantage of his services in connexion with the science of Topography. "William the Fifth's" other weaknesses were such as might have interested Dr. Dalrymple in his case, if not in his favour; but, as a whole, he bore his honours well. And as the race of Stuart Pretenders will, to all appearance, never become extinct, it may be hoped that all of them may be as harmless as this last victim of a picturesque hallucination.—*Globe.*

MISCELLANEOUS.

What requires more philosophy than taking things as they come?—Parting with things as they go.

FAMILY JARS.—Somebody says there are two kinds of family jars; into one you put your sweetmeats, into the other you put your foot.

An Athens telegram announces the death of M. Tricoupi, formerly Prime Minister of Greece, and at one time Greek Minister in London.

Sergeant Bates, it has been proposed, should carry the beloved banner "through the centre of Africa"—a good idea, as his chance of coming back would be remarkably small.

The chaplain of the Wisconsin State prison recently taught a convict to write, and the fellow ungratefully forged an order by which he made his escape.

An Iowa country Squire concludes the marital knot ceremony thusly: "Them that the Court hath joined together let no man bust assunder; but suffer little children to come unto them; so help you God."

The Paris papers announce that Genral Uhrich, who commanded at Strasburg during the late war, has asked permission to retire from the service, and his pension has been fixed at 9,000 francs per annum. The gallant general is 71 years of age, has been 53 years in the service, and taken part in 16 campaigns.

THE LATE DR. GUTHRIE.—The Queen, through the Duke of Argyll, has sent a letter to Dr. Guthrie's eldest son "expressing to the bereaved widow and family of Dr. Guthrie Her Majesty's sincere sympathy with them, as well as Her Majesty's very true sorrow for the loss of one so good and so useful."

STUNNED BY A METEOR.—The following singular incident which occurred on the night of the 13th of November, when the meteors of the November period were due, is narrated in a letter from Mr. Robin Allen, Secretary to the Corporation of the Trinity House to the President of the Royal Society:—"I am directed to acquaint you that on the 13th of November last, at 2 a.m., a meteor burst against the Seven Stones light vessel, belonging to this Corporation, and moored about 9½ miles E. by N. of the Scilly Islands; and that it has been reported that the watch were struck senseless for a short period, seeing nothing before the shock, but that, on recovery, balls of fire, like large stars, were falling in the water like splendid fireworks, and that the decks were covered with cinders, which crashed under the sailors' feet as they walked. It appeared, the men said, as it something was passing swiftly and met with the obstruction of the vessel, and burst. The superintendent reports that the men say there was a very decided smell of brimstone, but adds that they did not mention that until he asked them. There is reason to fear that the cinders were all washed off the decks by the rain and sea before daylight; and it happened also unfortunately that the men did not think to observe the compasses.

COMMERCIAL INTELLIGENCE.

APRIL 17TH, EVENING.

New Patna, $587½ to $592½, steady; Old Patna, $645 to $650, steady; New Benares, $532½ to $537½, firm; Old Benares, $570 to $575, little doing; Malwa, $575 to $585, cash and credit; market not opened.

EXPORT CARGOES.

Per British ship *Dragon*, for San Francisco,—23,473 bags Rice, each 50 lbs.; 139 bags Beans, each 50 lbs.; 410 bags Sugar, each 100 lbs.; 1,147 rolls Matting; 756 jars Soy; 569 boxes Oil; 456 boxes Arrowroot; 429 packages Fire Crackers; 443 bales Paper; 200 jars Chutney; 159 cases Chinaware; 134 cases Rice Flour; 55 boxes Tea; 50 boxes Wine; 39 jars Sugar; 11 boxes Tobacco; 33 bales Gunny Bags; 2,994 packages Sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....4/4½
Bank Bills, at 3 months' sight,4/4½
Bank Bills, at 6 months' sigut,4/5½ to 4/5¾
Credits, at 6 months' sight.....4/5¾
Documentary Bills, at 6 months' sight.....4/5¾ to 4/5¾

ON NEW YORK.—
Private, 5 months' sight..... —

ON BOMBAY.—Bank, 3 days' sight 228

ON CALCUTTA.—Bank, 3 days' sight 228

ON SHANGHAI.—
Bank, 3 days sight.....75
Bank, 15 days sight.....75½
Private, 30 days' sight.....75½

SHARES.

Hongkong and Shanghai Bank Shares.—57 per cent. premium.

Union Insurance Society of Canton, new shares —$900 per share premium.

China Traders' Insurance Company's Shares—$950 per share premium.

China and Japan Marine Insurance—Tls. 5 per share premium.

Chinese Insurance Company.—$25 per share premium.

Hongkong Fire Insurance Company's Shares—$325 per share premium.

China Fire Insurance Company's Shares—$32 per share premium.

Victoria Fire Insurance Company's Shares—$15 per share premium.

Hongkong and Whampoa Dock Company's Shares—7 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—37 per cent. premium.

Shanghai Steam Navigation Company—Tls. 4 per share premium.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—48 per cent. discount.

Hongkong Distillery Company—25 per cent. discount.

Indo-Chinese Sugar Company—70 per cent. discount.

Hongkong Pier and Godown Company.—50 per cent. discount.

SALES ON APRIL 17TH, 1873.
As reported by Chinese.

Liquorice, 10 bags, at $6.50, by Tuck-mee to travelling trader.

China Root, 10 packages, at $13.00, by Tuck-mee to travelling trader.

Vermicelli, 50 bags, at $7.60, by Tuck-mee to travelling trader.

Cuttlefish, 8 bags, at $23.00, by Kwong-look-wo to travelling trader.

Dried Large Mussels, 30 bags, at $38.50, by Kwong-look-wo to travelling trader.

Shellfish, 4 cases at $52.00, by Kwong-look-wo to travelling trader.

Rattans, 1,500 bundles, at $3.05, by Hop-hing to local trader.

American Flour, 50-lbs., 700 bags, at $1.47, by Sang-tye-loong to local trader.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON *via* SUEZ CANAL	Hector (str.)			Butterfield & Swire	On or about 29th inst.
LONDON	Hongkong		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
SAN FRANCISCO	Dragon	McClemmon	Hongkong	Russell & Co.	Quick dispatch.
Do.	Alden Besse	Besse	Hongkong	Rozario & Co.	Quick dispatch.
Do.	Sea Mew			Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Lord of the Isles (str.)	Blow	Hongkong	Russell & Co.	To-morrow, at 4 P.M.
Do.	Sumatra	Mullin	Hongkong	Russell & Co.	Quick dispatch.
Do.	Ferdinand Brumm		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
PORTLAND (OREGON)	Forward	Whyte	Hongkong	Rozario & Co.	Quick dispatch
S'PORE, P'ANG & CALCUTTA	Hindostan (str.)	Miller	Hongkong	David Sassoon, Sons & Co.	To-morrow, at 3 P.M.
MANILA	Maria y Vicenta	Sta. Coloma	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Esmeralda (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at noon.
SHANGHAI	Diomed (str.)			Butterfield & Swire	On or about 22nd inst.
SWATOW, AMOY, & SH'HAI	Emeu (str.)		Hongkong	P. & O. S. N. Co.	To-day, at 10 A.M.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	On 20th inst., at 8 A.M.

For Sale.

THOMPSON & HIND

BEG to call attention to their extensive ASSORTMENT of "NEW GOODS," just received ex French Mail, consisting of—

A well-selected Stock of White and Colored Ground Printed

CAMBRICS and PIQUES,

suitable for Ladies' Morning Costumes and Wrappers.

WHITE CAMBRICS, JACONETS, MUSLINETS, and BRILLIANTES.

LAWNS, GRASS-CLOTHS, and HOLLANDS.

ALSO,

A Choice Lot of YAAK, CLUNY, MALTESE, VALENCIENNES, and other LACES.

LACE, MUSLIN, and LENO CURTAINS, MOSQUITO NETS, ANTIMACASSARS, SHORT BLINDS, and TOILET MUSLINS.

FANCY GRENADINES, MUSLINS, and LUSTRES, for Morning and Evening Wear.

ALPACAS, MOHAIRS, and other MATERIALS in the newest tints.

CHILDREN'S UNDERCLOTHING, MUSLIN and LACE SETS, TIES, BOWS, COLLARETTES, LACE HANDKERCHIEFS, SUNSHADES, and PARASOLS.

A Selection of

ELEGANT SPANISH COMBS and MILLINERY, in the Latest Novelties.

LADIES' and CHILDREN'S BOOTS and SHOES.

33, *QUEEN'S ROAD CENTRAL.*

440 Hongkong, 18th March, 1873.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET, (Red Seal,)

Selected by the undersigned, may be had for $24.

G. DUBOST & Co.

6m 436 Hongkong, 18th March, 1873.

SUPERIOR WINES AND BRANDY FOR SALE.

A MONTILLADO, MEDOC, ST. JULIEN, 1st Class CLARET, CHATEAUX YQUEM; CHAMPAGNE, (G. H. Mumm & Co.,) quarts and pints; SPARKLING MOSELLE (P. A. Mumm's,) quarts and pints; Hennessy's ✱, V. O. and V. F. O. P. BRANDIES, Choice Old PORT, and Old Jamaica RUM.

Apply to

R. W. LOWNDES,
No. 7, Queen's Road.

1m 532 Hongkong, 5th April, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

J. AND R. TENNENT'S SALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

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CHAMPAGNE VEUVE CLICQUOT-PONSARDIN REIMS,

in Cases of 1 doz. Quarts, and 2 doz. Pints.

SANDER & Co.,
Sole Agents for China, Japan and Manila.

tf 2151 Hongkong, 15th December, 1871.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

SAYLE & Co.

HAVE just opened the undermentioned GOODS:—

TAILORING DEPARTMENT.

SCOTCH TWEEDS and ANGOLAS, for Suits.

FANCY CLOTHS for Light OVERCOATS.

" COATINGS for Spring Wear.

FLANNELS, DRILLS, and DUCKS, for Suits.

QUILTINGS for VESTS.

BEDFORD CORD and KERSEYMERE for Riding TROUSERS.

OUTFITTING.

COLLARS and SCARVES of the newest styles.

REGATTA and OXFORD SHIRTS.

The Latest Shapes in FELT, STRAW, PANAMA, and PITH HATS.

HOSIERY, UNDERSHIRTS, &c.

BOOTS, SHOES, and SLIPPERS.

PORTMANTEAUS and BAGS.

LINEN DEPARTMENT.

A Large Assortment of

DAMASK CLOTHS,
" NAPKINS to match,
" DOYLIES,
8/4 DAMASK for TABLE CLOTHS.

LINEN and COTTON SHEETINGS in all widths.

DAMASK, HUCKABACK, and TURKISH TOWELS.

FURNISHING.

LACE CURTAINS.
ANTIMACASSARS.
WHITE, PINK, and GREEN MOSQUITO NETS.
BED QUILTS.
PRINTED, EMBROIDERED, and VELVET PILE TABLE COVERS.

IRON BEDSTEADS, CHILDREN'S COTS, and SPRING MATTRESSES of various sizes.

BRASS and MAHOGANY CURTAIN POLES and FITTINGS.

TOILET, CHEVAL, and GILT CHIMNEY GLASSES.

BRUSSELS, VELVET, TAPESTRY, and FELT CARPETS, with RUGS to match.

FLOOR CLOTHS, in all widths up to 8 yards.

COIR MATS and MATTINGS.

SALIVARIUMS, FOOTSTOOLS.

&c., &c., &c.

VICTORIA EXCHANGE,
QUEEN'S ROAD & STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

For Ladies' Advertisement see To-morrow's Issue.

865 Hongkong, 6th March, 1873.

FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.

Apply to

SANDER & Co.

tf 993 Hongkong, 29th May, 1872.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1872. Price $10.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1873.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.

WM. PUSTAU & Co.,
Agents.

tf 863 Hongkong, 9th April 1872

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

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THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co.,
Agents.

tf 40 Hongkong, 16th October, 1872.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Other dwelling Houses, used strictly as such, and their contents, } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.

tf 864 Hongkong, 7th March, 1835.

Vessels on the Berth.

STEAM TO SWATOW, AMOY, AND SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"EMEU,"

will leave for the above places at 10 A.M. TO-DAY, the 18th instant.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 16th April, 1873. [3d 593

FOR MANILA.

THE Spanish Steamship

"ESMERALDA,"

expected to-day, will be despatched for the above port TO-MORROW, the 19th inst., at noon.

For Freight or Passage, apply to

E. J. SAGE.

4d 594 Hongkong, 16th April, 1873.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE British Steamer

"HINDOSTAN,"

Captain Miller, will leave for the above Ports TO-MORROW, the 19th inst., at 3 P.M.

Despatches will close at 2.30 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.

10d 564 Hongkong, 10th April, 1873.

FOR SAN FRANCISCO *(direct.)*

THE *A* 1 British Steamship

"LORD OF THE ISLES,"

Blow, Master, will be despatched as above TO-MORROW, the 19th instant, at 4 P.M.

For Freight or Cabin Passage, apply to

RUSSELL & Co.

4d 598 Hongkong, 16th April, 1873.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"YESSO,"

Captain Burnie, will be despatched for the above ports on SUNDAY, the 20th instant, at 8 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

5d 590 Hongkong, 15th April, 1873.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for
HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"DIOMED,"

will be despatched on or about the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

7d 595 Hongkong, 16th April, 1873.

FOR MANILA.

THE Spanish Barque

"MARIA Y VICENTA,"

Captain Sta. Coloma, will have quick despatch to the above port.

For Freight or Passage, apply to

REMEDIOS & Co.

tf 548 Hongkong, 8th April, 1873.

FOR SAN FRANCISCO.

THE American Ship

"SUMATRA,"

Mullin, Master, will have immediate despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 507 Hongkong, 1st April, 1873.

FOR SAN FRANCISCO.

THE *A* 1 American Clipper Barque

"ALDEN BESSE,"

Capt. Besse, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

tf 425 Hongkong, 15th March, 1873.

FOR LONDON.

THE *A* 1 German Barque

"HONGKONG,"

248 Tons Register, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.,

tf 429 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Barque

"SEA MEW,"

465 Tons Register, will load here for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 430 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Ship

"DRAGON,"

McClemmon, Master, will have early despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 408 Hongkong, 12th March, 1873.

FOR PORTLAND (OREGON.)

THE well-known *A* 1 British Clipper Barque

"FORWARD,"

Wm. Whyte, Master, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.

For Freight and Passage, apply to

ROZARIO & Co.

tf 409 Hongkong, 12th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 German Barque

"FERDINAND BRUMM,"

754 Tons Register, will load here for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 522 Hongkong, 3rd April, 1873.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.

Le Gérant du Consulat de France,
CH. L. DE LA FOREST.

1836 Hongkong, 24th October, 1872.

歲興記賢
KWONG-KEE COAL SHOP.

THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.

1y 1385 Hongkong, 30th July, 1872.

永興記炭
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.

1y 750 Hongkong 24th April, 1872.

Intimations.

NOTICE.

THE Undersigned begs to inform the Residents of this Colony, that he is ready to give LESSONS in ENGLISH and FRENCH, and solicits their kind patronage. Terms moderate.

Apply to J. M. HANLON, *No. 12, Aberdeen Street, Hongkong.*

6m 210 Hongkong, 5th February, 1873.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR,
AND
To H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER.

45 and 47, Queen's Road, next to Oriental Bank.

tf 192] [Feb. 1.

E. R. HANDLEY,

HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GASFITTER,

39 *and 40, Praya West,*

Next to the P. & O. Coal Stores,

tf 1681] HONGKONG. [Sept. 15

BROWN, JONES & CO., UNDERTAKERS, &c.,

OFFICE—No. 9, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.

tf 137 Hongkong, 21st January, 1873.

AFONG,

PHOTOGRAPHER,

BY APPOINTMENT TO
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
AND TO
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Invites inspection of his large Collection of VIEWS of FOOCHOW, SWATOW, HONGKONG, CANTON, and MACAO.

WYNDHAM STREET,

6m] *(Formerly occupied by Athletic Club.)* [513

A. MILLAR & CO.,

HOUSE, SHIP, AND STEAMBOAT PLUMBERS.

COPPERSMITHS & BRASSFOUNDERS.

No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.

tf 337 Hongkong, 1st March, 1871.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

JOHN FORSTER & Co.,
Agents.

The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.

t 876 May 3.

KEATING'S COUGH LOZENGES. This UNIVERSAL REMEDY now stands the first in public favour and confidence: For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution.

KEATING'S BON BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles by all Chemists.

THOMAS KEATING, London, Export Chemist and

20 381] Druggist. [Mar. 8

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
ST. DENIS, MAHE, PORT LOUIS, CALCUTTA, AND BOMBAY.

ON THURSDAY, the 24th April, 1873, at noon, the Company's S. S. "*TIGRE*," Commandant LECOINTRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 23rd April, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 10th April, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*QUANG-SE*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 26th instant, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*QUANG-SE*" will be due at San Francisco May 28th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Favorable arrangements have been made for Through Passengers and

Extracts.

AT THE ALMS-HOUSE.

I am so old, so old. Well a day!
Four score and more years have passed away
And brought but labor and sorrow;
I'm wrinkled and gray—bent like a bow,
My speech gets foolish, so old, you know,
But I shall be younger to-morrow.

Stay with me, Hannah, and chat a bit,
My mind keeps running on the things that flit
Like the shadows that are on the wall;
Thicker and faster they come and go,
And I'm so old and I think so slow,
That I cannot remember all.

But my good man was here at even;
And children—there used to be seven—
Were shouting at play in the lane.
Hark! seems to me some one was calling,
Or was it the elm branches falling,
Wind tossed, 'gainst the cracked window-pane?

Nigh about forty years my good man—
Stir the fire, Hannah, bright if you can.
What was I saying? O, dead, dead!
Dead lies my good old man; and one, two, three,
More, perhaps,—I'm forgetful, you see—
Of my children lie around his bed.

And some are not there; but they might be,
For all the good they've ever done me;
But I should have died years ago.
Now they've babes of their own to cherish,
And the old mother's left to perish;
It's the way of the world, you know.

Just now, I was plucking white daisies,
They grew so thick over their faces
They cover them all from my sight.
Ah, Hannah, I know it is snowing!
But they called me thrice; and I'm going
Again in the darkness, to-night.

Now bring my black cloak, for I shiver,
Good Hannah, I'm nearing the River,
The dear Lord is waiting close by.
Four score years and more of sorrow;
But I shall be young with to-morrow,
So pray let the old woman die.

A STREET PICTURE.

There is a habit peculiar to many walkers which *Punch* some years ago touched upon satirically, but which seems to have survived the jester's ridicule. It is that custom of stopping friends in the street to whom we have nothing whatever to communicate, but whom we embarrass for no other purpose than simply to show our friendship. Jones meets his friend Smith, whom he has met in nearly the same locality but a few hours before. During that interval it is highly probable that no event of any importance to Smith, nor indeed to Jones, which by a friendly construction Jones could imagine Smith to be interested in, has occurred, or is likely to occur. Yet both gentlemen stop and shake hands earnestly. "Well, how goes it?" remarks Smith with a vague hope that something may have happened. "So so," replies the eloquent Jones, feeling intuitively the deep vacuity of his friend answering to his own. A pause ensues, in which both gentlemen regard each other with an imbecile smile, and a fervent pressure of the hand. Smith draws a long breath and looks up the street; Jones sighs heavily and gazes down the street. Another pause, in which both gentlemen disengage their respective hands and glance anxiously around for some conventional avenue of escape. Finally, Smith (with a sudden assumption of having forgotten an important engagement) ejaculates, "Well, I must be off"—a remark instantly echoed by the voluble Jones, and these gentlemen separate, only to repeat their miserable formula the next day. In the above example I have compassionately shortened the usual leave-taking, which in skilful hands may be protracted to a length which I shudder to recall. I have sometimes, when an active participant in these atrocious transactions, lingered in the hope of saying something natural to my friend (feeling that he, too, was groping in the mazy labyrinths of his mind for a like expression), until I have felt that we ought to have been separated by a policeman.—*From "Mrs. Skaggs's Husbands, and other Sketches," by Bret Harte.*

BOOKS.

Blessed be reading! It is the next consolation to writing. Sometimes one is better; sometimes the other. Here too let us avail ourselves of the fact that the accomplished task is so pleasant. We must not read all for pleasure; any more than do anything else only for pleasure, if we desire to get pleasure out of it. Let there be some solid, grave, weighty work of which we may make out the fixed number of pages each day; thus improving what we call our mind, and earning the satisfaction of real work done as we close the volume with a thankful sigh. Let it be recorded that he does not know what enjoyment can be got out of books who reads them from the book-club. Doubtless there are many books which ought to be read, which it suffices to read thence. But that you may gloat over a book, feel that you must read it thoroughly and diligently and come to regard it as a friend always at hand and never wearisome, it must be your own. Nor will it do to have inherited it: you must have bought it; and bought it out of somewhat scanty means. It may in great measure do to have got it as a present; but the first books of the handsome library, bought from the poor student's small purse, or the little surplus of the salary of the poor curate, remain to the end precious, as tall copies and sumptuous editions coming afterwards can never be. Yet it is ever pleasant, if you have the right spirit—it is wonderfully cheering and brightening, when the parcel, in its thick wrapping of brown paper, arrives from the distant city, conveying its delightful store. A duke cannot carry his parcel of books into his library, and open it himself, his dignity forbids, and he is too great a man to care for these little things; he has not one tenth of the enjoyment in his books that the poor country parson shares. Pleasant to bear in the heavy square burden—to set it on a strong table (slight ones will not avail)—to cut the thick strings that tie it up—to open up the enveloping sheets, brown, thick, specially-flavoured—to reach the fresh volumes, with the grateful aroma of new paper and binding—to examine each with careful interest—then, on successive evenings, to cut the leaves with a very large ivory paper-knife. While more exciting joys pall on the maturing mind, this will ever grow in its power. Let the event described occur frequently, but not too frequently. To be precise, about once in three weeks. What part of the furniture of a house, in proportion to its cost, affords the real satisfaction that books impart? For a handsome easy chair covered with morocco you pay ten guineas; will that chair cheer you in depression and sorrow as would ten guineas' worth of books? I trow not. It is no doubt a grand end, much desirable by the wise man, that his dwelling be so sumptuously decorated and his entertainments so handsome that his friends shall go home and abuse him. But excellent as these things are to the well regulated mind, it is better still to cast the eye on the kindly rows, and lovingly to pull out a volume here and there; and let it carry you to a purer air than that of your humdrum life, and to a range of thought that your moderate brain can appreciate but would never create. If you would have more enjoyment in life this year than last, buy more books and read them. And if you do not understand about books yourself, consult some friend who does know before making your purchases. Ah, the frightful editions the writer has seen, in grand bindings, upon the tables of the ignorant rich!—*Fraser's Magazine.*

WHEN GEORGE III. WAS KING.

The difference between the London of Charles I. and that of George III. was far smaller than the gulf which separates the metropolis of the early days of George III. from those of Victoria. As in the days of Lewes Roberts, so in 1760, the real strength of London lay east of Temple Bar. The City was in those days a centre both of political and business life in a totally different sense from that in which it is now. It was still the place where many of the principal merchants lived. There, or in the immediate vicinity, many worthy citizens passed their contented days; and though a migration comparatively westward had even then begun, yet the prudent homely ways of earlier ages were still in vigorous life. Though, politically, England had by this time, and especially after the success of the Seven Years' War, become a first power in Europe, economically she had as yet acquired no absolute supremacy. Her industries had accomplished none of their prodigies. Manchester was not glorying in her tall and ever-smoking chimneys. An inland town of no pretensions for beauty, and at some distance from the sea, she consumed but small quantities of cotton to work into fustians, vermilions, and dimities. To London her manufacturers went for the raw material from Cyprus and Smyrna, and thither they returned their goods for exportation. Liverpool had scarcely any of her glorious docks. The stately barks from America had not yet found their way to her harbour. She had but an insignificant trade, and a large portion of it consisted in the wretched traffic of slaves from Africa to the West Indies. Alas! that it was so profitable a trade. Leeds and Bradford were not very conspicuous; and even London, the only place of real importance in the kingdom, which then monopolized almost the whole of the foreign trade of the country, had not a tithe of the shipping and commerce which now enrich the banks of the Thames. In size she was little more than what was left by the Romans—"the city within the walls." Her population was probably half a million only. There was then but one bridge connecting London and Southwark. The Bank of England was but a small building, flanked by a church. The Royal Exchange was one rebuilt after the destruction of that built by Sir Thomas Gresham, which was again destroyed by fire in 1838. Lloyds' was still a coffee-house at the corner of Abchurch-lane. There was no Stock Exchange, and not a single dock. The port was blocked up by a fleet of merchantmen, and the quays heaped with bales, boxes, bags, and barrels in the greatest possible confusion. Scarcely one, indeed, of the great institutions and buildings which constitute modern London was in existence one hundred years ago. The means of communication throughout the kingdom were very imperfect. The statement, incredible as at first sight it may appear to be, that there had been periods during the Roman occupations of Britain, and also before the dissolution of the great religious houses at the time of the Reformation, when travelling on several of the main lines of road was at least as easy as in the days of George II., really appears, in a considerable degree, to be true. With George II.'s successor a better era commenced. During the remarkable extension of industry and internal communication in England, which took place in the latter half of the sixteenth century, several Acts of Parliament were passed to enjoin a most careful maintenance of the highways. No less than six such Acts are to be found in the reign of Mary, followed by nineteen more during the reign of Elizabeth. It was in the days of Elizabeth, also, that the river Lea from Ware to London was rendered passable by barges. A previous attempt to improve the navigation of this river had been made in 1424, and another in 1430. These works were not endeavours to form canals, but were designed to repair the injury inflicted on the river by King Alfred, who, in his great struggle with the Danes, had imprisoned their fleet through lowering the level of the water "by cutting three additional channels which drained off the stream into the Thames." But these early attempts to improve internal communication, stimulated by neighbourhood to the metropolis, stood alone for centuries, and were scarcely maintained in the years which followed. It was not till nearly two centuries later that turnpike roads were made throughout the kingdom, and that canals, which even more than roads tend to equalize prices between one district and another, were commenced. The beneficial effect of these improved means of locomotion was as great in proportion to the scale of prosperity then, as the extension of the railway system in our own days. The result of this deficiency in the means of communication was, as Professor Levi reminds us, "the greatest possible inequality in the distribution of produce, and a corresponding variety in prices; so that, whilst London was often suffering from want of food, farmers in certain localities were not able to get more than five farthings the pound for good mutton." Professor Levi does not name the place where this occurred. The late Mr. Porter in his volume on the "Progress of the Nation," refers to the same incident. He obtained his information from an eye-witness: "An inhabitant of the place (Horsham), after living (the date may probably be put about 1843), remembers when a boy, to have heard from a person whose father carried on the business of a butcher in that town, that in his time the only means of reaching the metropolis was either by going on foot, or riding on horseback, the latter of which undertakings was not practicable at all periods of the year, nor in every state of weather—that the roads were not at any time in such a condition as to admit of sheep or cattle being driven upon them to the London markets, and that for this reason the farmers were prevented sending thither the produce of their land, the immediate neighbourhood being their only market. Under these circumstances, a quarter of a fat ox was commonly sold for fifteen shillings."

The most curious thing about this story is, that Horsham, the scene of its occurrence is a place only thirty-six miles from London. Most persons would expect to find that it was some village in the furthest recesses of Wales, or in the most distant regions of the Highlands.

Great as the difference was in these points between the England of 1760 and the present time, there was a greater difference still in the spirit of the legislation at the two periods, especially in commercial matters. Professor Levi mentions a very remarkable instance of this. The sharp and sudden rise in the price of wheat after the years 1763-64, caused general distress. A similar change from cheapness to dearth took place simultaneously throughout the rest of Europe. Hence no importation from abroad was possible. Prices continued to rise, not merely in proportion to the apprehended scarcity, but in a proportion far beyond what the real facts of the case would have justified; in accordance with that remarkable estimate, made either by the often-quoted Gregory King or by Dr. Davenant, a century and a half ago, of the variation of the price of corn under the anticipation of a dearth. The distress continued to increase. The means proposed for relieving it sound, at the present time, strange to our ears. The exportation of corn, and the distillation of wheat, were prohibited. The free importation of salt beef, salt pork, and butter from Ireland was permitted. More than this, rewards were offered for the discovery of any "unlawful combinations," and, as a last resource, the laws of Edward VI. and Elizabeth against "forestallers and engrossers" were enforced.—*From "History of British Commerce, by Leoni Levi," in Quarterly Review.*

"DISCRETION IS THE BETTER PART OF VALOUR."

Duelling in Bucharest is by no means uncommon. There is a story of a Jewish gentleman, peaceable in his disposition, but who was challenged to fight three young Roumanian gentlemen in succession. The challenged party has the right of priority of firing. The Jew most unwillingly went to the meeting, but when there determined to do the best he could. At the first shot he hit his opponent exactly on the third button of his coat, upon which he had steadily kept his eye, and killed him on the spot. He then did exactly the same with his second opponent; when the third, seeing what had befallen his predecessors, said he thought there must be some mistake in all the circumstances of the quarrel, and begged that differences might be adjusted in an amicable manner.—*From "The Black Sea, Caucasus, and Caspian," by Sir A. Cunyngham.*

NICK BOTTOM.

Bottom is the work of the same master hand which wrought for us the Caliban and Miranda, the Puck and Ariel, of such diverse worlds. He is the very embodiment and idealisation of that self-esteem which is a human virtue by no means to be dispensed with, though it needs some strong counterpoise in the well-balanced mind. In the weak vain man, who fancies everybody is thinking of him and looking at him, it takes the name of shyness, and claims nearest kin to modesty. With robust insensitive vulgarity it assumes an air of universal philanthropy and good-fellowship. In the man of genius it reveals itself in very varying phases; gives to Pope his waspish irritability as a satirist, and crops out anew in the transparent mysteries of publication of his laboured impromptu private letter; betrays itself in the self-laudatory exclusiveness which carried Wordsworth through long years of detraction and neglect to his final triumph; in the morbid introversions of Byron, and his assumed defiance of "the world's dread laugh;" in the sturdy self-assertion of Burns, the honest faith of the peasant bard, that

"The rank is but the guinea stamp,
The man's the gowd for a' that!"

In Ben Johnson it gave character to the whole man. Goldsmith and Chatterton, Hogg and Hugh Miller, only differed from their fellows in betraying the self-esteem which more cunning adepts learn to disguise under many a mask, even from themselves. It shines in modest prefaces, writes autobiographies and diaries by the score, and publishes poems by the hundred—

"Obliged by hunger and request of friends."

Nick Bottom is thus a representative man, "not one, but all mankind's epitome." He is a natural genius. If he claims the lead, it is not without a recognised fitness to fulfil the duties he assumes. He is one whom nothing can put out.—*From "Caliban: The Missing Link," by Dr. Daniel Wilson.*

Insurances.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co., *Agents.*

tf 1174 25th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1069 Hongkong, 9th July, 1872.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ½ per cent
Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.
Offices and Godowns and their contents. } 1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days ¼th per cent.
Not exceeding..... 1 month ½ per cent.
Above 1 month, and not exceeding..... } 3 " ¼ "
Above 3 months, and not exceeding..... } 6 " ½ "
Above 6 months, the full annual rate of 1 "

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

Insurances.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. tf 335

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents. } ¾ "
Godowns, Offices, Shops, &c., and their contents. } 1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 1168 Hongkong, 24th June, 1872.

Insurances.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1y 15 Hongkong, 1st January, 1873.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days } ¼ of the annual rates
Not exceeding 1 month } ½ do. do.
Above 1 month, and not exceeding three months. } ¾ do. do.
Above 3 months, and not exceeding six months. } ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 672 Hongkong, 26th August 1869.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, } ¼ of the annual rate.
Not exceeding 1 month, } ½ do. do.
Above 1 month and not exceeding 3 months... } ¾ do. do.
Above 3 months and not exceeding 6 months... } ¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

HONGKONG MARKETS.

As Reported by Chinese on the 17th April, 1873.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$112.50 a $120.00
" " 28 a 32	"	122.00 a 132.00
" " 36 a 42	"	137.00 a 138.00
GREY SHIRTINGS, 7 a 7¼ lbs	per piece	$2.15 a 2.20
" " 8 a 8½ lbs	"	2.30 a 2.45
" " 9 a 10 lbs	"	2.95 a 3.60
WHITE SHIRTINGS, 56 a 60 reed	"	2.15 a 2.40
" 64 a 66	"	2.50 a 2.65
" 68 a 72	"	2.90 a 3.55
WHITE SPOTTED DO.	per piece	2.50 a 2.65
WHITE BROCADES,	"	2.65 a 2.70
AMERICAN DRILLS, 30 yards	"	2.60 a 3.80
" 40 "	"	3.10 a 4.20
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.	"	1.75 a 1.80
" 24 " & 36 " 8 lbs	"	2.25 a 2.50
DYED SPOTTED SHIRTINGS,	"	3.00 a 3.05
DYED BROCADE DO.	"	3.75 a 3.50
DYED DAMASK DO.	per piece	5.80 a 6.00
CHINTZ,	"	1.80 a 1.85
HANDKERCHIEFS, Blue	per doz.	0.84 a 0.85
" Brown	"	0.68 a 0.72
" Red	"	0.78 a 0.85
VELVETS, Black, 22 ins.	per yard	0.33 a 0.35
" Gentian, 22 "	"	0.27 a 0.28
VELVETEENS, Black	"	0.28 a 0.30

WOOLLEN GOODS.

SPANISH STRIPES,	per yard	0.87 a 0.88
LONG ELLS, *MM* Scarlet,	per piece	8.20 a 8.30
" " Assorted,	"	7.70 a 7.80
" *HH* Scarlet,	"	8.20 a 8.25
" " Assorted,	"	7.50 a 7.60
CAMLETS, 88	"	15.50 a 19.00
" 88	"	19.00 a 19.50
" S	"	20.50 a 21.00
" *BBB*	"	22.50 a 23.00
LASTINGS,	"	15.00 a 15.50

METALS.

IRON, Nail Rod Nos. 1 a 6	per picul	4.25 a 4.30
" Hoop,	"	4.75 a 5.00
" Bar,	"	3.80 a 3.85
" Small Round Rod,	"	3.80 a 3.90
" Wire,	"	5.75 a 9.00
LEAD,	"	6.00 a 6.30
STEEL, English,	per tub.	4.00 a 4.10
" Swedish,	"	4.50 a 4.55
TIN, Malacca,	per picul	36.50 a 38.00
TIN PLATES,	per box	10.00 a 10.25
SHEATHING METAL,	per picul	23.00 a 27.00
QUICKSILVER,	"	114.00 a 115.00
SPELTER,	"	6.60 a 7.30

PRODUCE

COTTON, Shanghai,	per picul	15.00 a 16.50
" Ningpo,	"	16.00 a 16.50
" Tientsin,	"	15.50 a 16.00
" Shantung,	"	15.50 a 16.00
" Bengal,	"	12.00 a 16.50
ALUM,	per picul	1.70 a 1.95
SASSAFRAS, Japan white,	"	3.85 a 4.00
" Black,	"	3.25 a 3.30
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.55 a 1.60
" " mill cleaned,	"	1.45 a 1.50
" Manila,	"	2.35 a 2.40
" Java,	"	2.00 a 2.10
" Singapore,	"	1.90 a 1.95
" Saigon,	"	1.50 a 1.55
" Arracan,	"	2.10 a 2.15
" Rangoon,	"	2.35 a 2.40
SALEPETRE,	"	6.30 a 7.50
COALS, AFLOAT,	per ton.	
" English steam,	"	17.00 a 17.50
" American Anthracite,	"	15.00 a 15.50
" Sydney,	"	14.00 a 14.50
WINDOW GLASS,	per box.	4.75 a 5.00
STRAITS PRODUCE, &c.,		
SATTAN, Straits,	per pcl.	4.50 a 5.00
" Banjar,	"	4.30 a 4.75
PEPPER, White,	"	24.00 a 24.20
" Black,	"	13.50 a 14.00
BETEL NUT,	"	3.25 a 3.50
SANDAL WOOD, Malabar,	"	4.20 a 4.50
" South Sea,	"	19.50 a 21.00
SAPAN WOOD, Manila,	"	1.80 a 2.00
" Siam,	"	2.30 a 2.30
FLOUR, California, per sack of 50 lbs.		1.55 a 1.60
" American, per barrel of 206 lbs.		7.30 a 7.50
WHEAT, Tientsin,	per pcl.	1.80 a 1.85
" California,	"	2.10 a 2.25
SUGAR, Canton white, 1 a 3	"	8.75 a 9.45
" " Dk. Brown,	"	3.40 a 3.50
" West Coast, Dk. Brown,	"	3.20 a 3.30
" Manila, Dry White,	"	3.50 a 3.60
" " Dk. Brown,	"	3.75 a 3.90
CAMPHOR, packed,	"	16.00 a 18.50
PEAS, White,	"	2.10 a 2.20
" Green,	"	1.85 a 1.90
" Black,	"	1.60 a 1.65
" Yellow,	"	1.70 a 1.85
MUSHROOMS, Japan,	"	25.50 a 35.00
SEAWEED, Green,	"	2.70 a 2.85
" " Cut,	"	3.80 a 4.25
MUSSELS, Dry Siam large,	"	11.00 a 14.00
" " small,	"	6.75 a 7.00
VERMICELLI, Tientsin,	"	7.50 a 8.10
BEES WAX, Japan,	"	18.00 a 18.50
" Hankow,	"	59.50 a 60.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Cheops	Dowdy	Brit. str	987	Gilman & Co	
China	Hennings	Ger. str	642	Siemssen & Co	
City of Exeter	Bovey	Brit. str	787	Order	
Cyphrenes	Stephens	Brit. str	1279	Jardine, Matheson & Co	
Dung Wee	Lord	Ann. str	250	Aug. Heard & Co	
Drummond Castle	McRitchie	Brit. str	1289	Jona Burd & Co	
Emeu	Lee	Brit. str	963	P. & O. S. N. Co	
Esmeralda	Billabaso	Span. str	267	E. J. Sage	Manila
Fame	Richardson	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Flintshire	Scurrack	Brit. str	1242	Gilman & Co	
Formosa	Punchard	Brit. str	815	D. Lapraik & Co	
Glenlyon	Auld	Brit. str	1350	Jardine, Matheson & Co	
Hindostan	Miller	Brit. str	970	D. Sassoon, Sons & Co	Singapore, &c.
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Lord of the Isles	James Blow	Brit. str	1245	Russell & Co	San Francisco
Malacca	Gaby	Brit. str	1800	P. & O. S. N. Co	
Maumee	Bazin	Rus. str	600	Landstein & Co	
Norna	Milsom	Brit. str	606	Kwok Acheong	Swatow
Paranu	Wilkinson	Brit. str	1027	Wm. Pustan & Co	
Patuxet	S. W. Cowing	Amr. str	240	Aug. Heard & Co	
Poyang §	Mott	Brit. str	821	A. Heard & Co., Agents	
Qasug-Se	J. Maury	Brit. str	1800	P. M. S. S. Co	
Riga	Drysdale	Brit. str	918	Gilman & Co	
Sea Gull		Brit. str	34	Lane, Crawford & Co	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Statesman	Valiant	Brit. str	1210	Jardine, Matheson & Co	Singapore, &c.
Sunda	Hockin	Brit. str	1217	P. & O. S. N. Co	
Tanjore	A. H. Johnson	Brit. str	1389	P. & O. S. N. Co	
Thales	Young	Brit. str	775	D. Lapraik & Co	
White Cloud		Brit. str	380	A. Heard & Co., Agents	Laid up
Yeddah	McKenzie	Brit. str	1000	Chinese	
Yesso	Burnie	Brit. str	600	D. Lapraik & Co	
Yot-tung		Brit. str	332	Acheong	Laid up

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Alden Besse	Besse	Amr. bk	842	Rozario & Co	San Francisco
America	de Lanciraca	Peru. sh	1650	Captain	
Anna	Jessen	Ger. bk	440	Chinese	
August Friedrich	Nielsen	Ger. bk	367	Carlowitz & Co	
Aurora	Plottner	Brit. bk	295	Chinese	
Camilla Cavour	Astorquia	Peru. sh	843	Wm. Pustan & Co	
Cap-sing-moon	Sorensen	Brit. bk	466	Rozario & Co	Melbourne
Carl Ludwig	Cullsen	Ger. bg	234	Bourjau & Co	
Conchita	A. Larrabe	Span. bk	408	Remedios & Co	
Dragon	McClemon	Brit. sh.	696	Russell & Co	San Francisco
Ellen Lewis	Langlois	Brit. bk	336	Order	
Elly	T. E. de Jones	Ned. bk	672	Order	
Esmeralda	Koppelmann	Ger. bk	265	Carlowitz & Co	
Ferdinand Brumm	A. F. Ross	Ger. bk	754	Vogel, Hagedorn & Co	San Francisco
Formosa	Paulsen	Ger. sch	275	Melchers & Co	
Fürst Bismarck	Krützfeldt	Ger. bk	326	Wm. Pustan & Co	
Hongkong	Jocobsen	Ger. bk	227	Vogel, Hagedorn & Co	
Jean Sands	Leffavre	Brit. sh	631	Aug. Heard & Co	
John McKean	F. Taylor	Brit. bg	194	John Burd & Co	
Kien-Wei	Tracey	Imp. bk	360	Chinese	
Lola	Bareno	Peru sh	904	Order	
Ly-ee-moon	Rasmussen	Brit. bk	325	S. E. Burrows & Sons	
Macao	Vidaurrazaga	Peru. sh	700	Order	
Maria y Vicenta	Sta. Coloma	Span. bk	384	Remedios & Co	
Matilda Atheling	W. J. Whereat	Brit. bk	678	Jardine, Matheson & Co	
Mary Mildred	Fyne	Brit. sh	460	D. Lapraik & Co	
Nuevo Providencia	Vidauwazego	Peru. sh	880	Raynal & Co	
Pactole	J. Ollivand	Fren. bk	331	Landstein & Co	
Presto	Irgens	Ned. bk	422	Ed. Schellhass & Co	Saigon
Rose M.	Skelton	Brit. bk	500	Jardine, Matheson & Co	
Scotland	Holcomb	Amr. sch	78	B. F. Field	
Sea Belle	Goggin	Brit. bk	307	Jardine, Matheson & Co	
Sea Mew	J. Kacy	Brit. bk	465	Vogel, Hagedorn & Co	
Siamese Crown	J. Witt	Siam. sh	589	Chinese	
Sumatra	Mullen	Amr. sh	1072	Russell & Co	San Francisco
Undine	Vowell	Brit. sh	795	Jardine, Matheson & Co	

RECEIVING VESSELS & HULKS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Webster	Pow. Mag	285	Harbor Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adams	Stroud	Hulk	318	Water Police	

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei-ho	Clayson	H.I.C.M.	g-b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents.	Laid up
Ling-feng	Cocker	H.I.C.M.	g-b.		
Man-nien-tsing	Ching-jui	H.I.C.M.	cor.		
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Peur-chao-ai	Palmer	H.I.C.M.	g-b.		
Sui-Tsing	Stewart	H.I.C.M.	g-b.		
Sun-Chea	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Buch	H.I.C.M.	cor.		
Tien-Po	De Longueville	H.I.C.M.	g-b.		

MACAO.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Charles Albert	Gonyan	Fren. str	1278	Grun & Co	
Emigrante	Pedro Boett	Peru. sh	924	Wm. Pustan & Co	
Esperance	Guillour	Fren. bg	272	Russell & Co	
Fray Bentos	Angel Fulle	Peru. sh	471	Order	
Hongkong	Irriberri	Peru. sh	458	Wm. Pustan & Co	
Luisa Canevaro	Ventorino	Peru. sh	1300	Wm. Pustan & Co	
Mango Capac	Luis Olagaibel	Peru. sh	909	Order	
Rosita y Nene	Alchantra	Span. str	689	Order	
San Juan	Don Orfeviaga	Peru. sh	1500	Olano	
Sarah Watson	E. McDonald	Brit. bk	454	Russell & Co	
Spark ‡	Wilson	Brit. str	140	A. Heard & Co., Agents	

‡ *Running between Canton and Macao.*

SWATOW.

In port on 11th April, 1873.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Gaviota		Brit. sch	150	Bradley & Co	Laid up
Ocean	Horge	Ger. bk	459	Dircks & Kruger	
Talbot	Simmons	Siam. bk	393	Chinese	Bangkok
Therese Behn	Steffen	Ger. bk	457	Dircks & Kruger	
Windward	Stannard	Amr. bk	782	Bradley & Co	

AMOY.

In port 10th April, 1873.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Ada	Asols	Brit. sh	636	Boyd & Co	
Adella	McCaslin	Amr. bk	334	Boyd & Co	
Caroline	Paulsen	Ger. sch	274	Pasedag & Co	
Coulnakyle	Gapp	Brit. bk	379	Boyd & Co	
Daphne	Gulmmyden	Nor. sch	173	Petersen & Co	
Flensburg	Koedtz	Dan. bk	365	Petersen & Co	
Gleam	Burgea	Brit. bk	292	Chinese	
G. T. Roy	Fraser	Brit. bk	356	Chinese	
Hebe	Brwon	Nor. bk	442	Boyd & Co	
Louisa	Schierloh	Ger. bk